

**Západočeská univerzita v Plzni**

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**MACRO AND MICRO APPROACH IN TRANSLATION –  
EXPLANATION OF THE PHASES OF THE  
TRANSLATION PROCESS (INCLUDING SAMPLE  
TRANSLATION, COMMENTARY AND GLOSSARY)**

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Prohlašuji, že jsem práci zpracovala samostatně a použila jen uvedených pramenů a literatury.

*Plzeň, duben 2016*

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## I. INTRODUCTION

The topic of this bachelor thesis is macro and micro approach in translation, explanation of the phases of the translation process (including sample translation, commentary and glossary). The thesis provides the information about the macro and micro approach, the translation procedures and the text also introduces translations both from English into Czech and from Czech into English. The main objective of the text translated from English into Czech is to point to translation of different type of English, concretely the Australian English. The section of translation from Czech into English informs about one of the Czech technical standards, concretely planning of the local roads.

The first translated text is the first chapter of the book which is called *People of Heaven*. The author of this book is an Australian author Beverly Harper. The second translated text is the Czech technical standard and is the fourth chapter called The principles of transportation and traffic engineering solutions. The standard is published by *Český normalizační institut* in Prague and it comes from the year 2006.

The thesis is divided into two main sections. The theoretical section deals with the analysis of the macro approach in translation, the analysis of micro approach in translation and the different methods of translation's focus toward reader. The micro approach and translation procedures and its analysis. The practical section is concerned with the translation itself and the commentaries. The commentary of each translated text is divided into macro approach, which is related to the source text, and the micro approach, which focuses on the target text.

This thesis can be useful for students who would like to gain some basic knowledge in the theory of translation and who are interested in this field as the commentaries provide readers the description of the process of translation.

The glossaries were created from the source texts to give an overview of the most important lexical items which appear in the text. The source texts are enclosed in appendices at the end of this thesis.

The following sources were used to elaborate the theoretical section: *K teorii i praxi překlada* by Dagmar Knittlová, *Umění překlada* by Jiří Levý, *Translating as a purposeful activity: functionalist approaches explained* by Christiane Nord and *Literární překlad a komunikace* by Milan Hrdlička, *Approaches to translation* by Paul Newmark and the following internet sources: *Macro- and Micro-level Approaches to Translated Texts - Methodological Contradictions or Mutually Enriching Perspectives?* by Erich Steiner and *Translation procedures, strategies and methods* by Mahmoud Ordudari.

The following sources were used to elaborate the practical section: *Anglicko – český – česko – anglický slovník studijní, třetí doplněné vydání* by Ph.Dr. Miroslav Řešetka, *Velký česko-anglický slovník* by Ivan Poldauf and *Velký slovník anglicko-český, česko-anglický: nejen pro překladatele* by Lingea.

## **II. THEORETICAL SELECTION**

### **II.1. Macro approach**

The macro approach addresses the cultural background, historical and local setting, literary allusions, realia, the relationship of the author to the topic and to the audience, type of audience, text type and function of text. These are also called strategic decisions.[1]

In translation we have two types of text which is the source text and the target text. The source text is the text which is translated into another language by the translator, i.e. the text the translator start with or the original text. The target text is the translation of the source text, i.e. the text translator ends up with or the original text. Macro approach works with the source text.

This analysis gives answers to five basic questions.

The first question is WHO – who is the author of the source text [2]

The second question is WHEN – that means when the source text was written or for example in what time [3]

The third question is WHERE – that means in which place the source text took place, for example, in which state or city ( in the United States of America, in France, in Paris, in Prague ) or in which season ( spring, summer etc.) [4]

The fourth question is FOR WHOM - that means for what type of audience the source text is aimed to, for example for children, for adult, for students, for lawyers etc. [5]

The fifth question is HOW – that's means what style and function has the source text, how the source text was written [6]

## **II.2. Text - specific difficulties**

Text-specific difficulties are related to the degree of how we understand the text, if we understand the text really properly. It deals with the source text and it can be found by going through the of the textual measures of text analysis, *ignoring translator-dependent criteria as far as is possible*. [7] The degree of difficulty of the source text can be understood : by the analysing the length and complexity of content, by the number of presuppositions ( that means a degree of redundancy), by the degree of consistency, by clearness of text compression, by the complexity of the source text structure in lexicology and syntax, by the number of suprasegmental features which can help with easier understanding. [8]

*The degree of difficulty presented by the intratextual factors is determined by the amount of information the translator has on the extratextual dimensions*. [9] That means it is very good for translator if he/she knows more about the situation in which the source text is used or in which situation the source text was used. This can be very helpful for better comprehensibility of the text. [10]

## **II.3. The different methods of a translation's focus toward the reader**

In translation we deal with several methods of orientation of the text toward the readers, this means a translation deals for whom the translation is intended.

### **1) The ideological focus**

There are very specific opinions and tendencies as concerns ideological focus. The ideological concept is also understood as a thought or opinion. Some researchers argue whether this focus takes into consideration,. This focus is overlooked or denied by them, others on the

contrary overestimate him and rank him among one of the highest factors that shapes the resulting orientation of the target text to its recipients. The ideological aspect is significantly exhibited since the beginning of the existence the translation of literary texts, in some cases even completely suppressed the artistic aspect. [11] Jiří Levý says about this problematic that the translator more or less points out to his/her ideological statement in almost every single translation, but a bit more in the texts in which the interpretation is disputable. [12] Interesting is that the Catholic Church prohibited for a very long time the translation of the Bible to national languages because of ideological reasons and also it was due to the fact that in the translation necessarily leads to interpretation, to exposition, to opinion and as well as the possibility of a conceptual rethinking of the original. [13] Adequate artistic translation must contain the dominant features of the original work. New point of view on the work can't mean remake the original work of the complete other work because this kind of translation could misrepresent the originals. The issue of conceptual focus deals with the frequent omission of the inconvenient parts of the text or their renovations. For example, according to Russian writers and translators B. Ilek and To. Čukovskij many ideological interventions and purposeful political abuse occurs in Shakespeare's tragedy, which is called Korolian, because in France in the period of the rise of fascism, this play is placed in the tense political situation and the nationalists then claimed that Korolian contains features of an ideal dictator, who tragically died in the fight against the regime's opponents. [14]

Thus, as regards conceptual focus, is respected the necessity of expressing their opinion on the draft, but they should not deliberately distort the default text in all spheres, so that even the field of ideas. The ideological focus could occur in the preface or epilogue because it can

contribute to the clarification the character of the original to the domestic readers. [15]

## **2) The language focus**

- this issue is very wide and it concerns many problems:

According to J.C.Casagrande is translation intention and goal divided into a) the pragmatic translation, which focuses on the content and meaning of the original b) the aesthetic-poetic translation, which is from the point of view of our language interesting, for example, the orientation to an art form c) the ethnographic translation, which compares the differences between source text and target text d) the linguistic translation, which has the task to show the meaning of the morphemes of the original text and also the translation focuses on the grammatical form of the original. [16]

This issue is very extensive and includes a variety of problems, for example, in general terms, when we transfer the text from the source language to the target language and also in a specific position within a specific language community, where we deal with the diachronic axis where can appear some archaism , in the synchronous axis , for example, the problems associated with the question of the language situation, the linguistic standards, the style of the translation model etc. [17]

Another problem is the language ageing or, on the contrary, modernization of the translation. Here is a very significantly reflected the focus of the translator to the reader. Language is constantly developing, therefore, is perceived by the readers quite soon as outdated. So the language aspect is one of the main causes of ageing of translation and requires after a certain time its recovery. [18]

To preserve a certain symptom of the time remote work, certain language resources can help us, for example: transgressive, infinitive,

and other grammatical or lexical means. The language focus plays an important role in the artistic translation and participates in achieving adequate translation. Here we need to maintain a certain degree of linguistic specialization of the translator to the reader, but we can't the degree of the language orientation of the translator to the reader overestimate. [19]

The translator should strive to capture the language side of the proposal and also on its appropriate rendition of the resources of the target language. [20](67,68)

### **3) The genre focus**

This focus is one of the basic tools for addressing the art text to the addressee, the translator must take greater account of the genre in which the work is written. He is exposed to the pressure of traditions, conventions, and expectations on the part of the target communication context. To maintain the quality, intensity, and also the accuracy of the original, it is important that the translator attempts to empathize with the reader, therefore, to respect the values of the default text. The translator should be always creative. The translator's or editor's attitude is partly involved into some changes and moves of the translation. [21]

To an essential modification of the original draft took place, especially in the past :

Internal changes - in the context of the fundamental literary types such as lyric, epic, drama (for example, in the translation of the drama sometimes tragedy is changed to a comedy) [22]

External changes – between of basic types of each other (the translation of drama or comedy of prose) [23]

The personality of the translator or editor may be involved in certain changes in the translation. Because of this, it is important to distinguish a necessary genre shift , i.e., desirable, suitable, adequate, motivated, and subjective interventions which are erroneous, arbitrary, inadequate. [24]

Fundamental modification to the structure of the draft were mainly in the past. According to J. Levý the translators were focused, for example, only on the basic story line and converted, for example, the plot of Shakespear´s drama by the form of short stories. [25]

The genre focus of translation to the readers is a complex question and also very important. Small-scale modifications will probably be necessary in the translation of literary genres, to which there is no domestic analogy. The translator should in such cases not to give up and don´t translate with the help so-called substitution, he should try to examine the possibility of receiving literature and also of the target language through the use of these non-traditional practices come from the template. [26]

#### **4) The focus on the spatial axis**

##### Translator´s adjustments for the translated text

Inadmissible rate of interventions, the question of their legitimacy, typology and nature of the shifts and their consequences for the translated text. [27]

Some people these arbitrary interventions into the text tolerate others do not, it is mainly about what the text of each of the interventions relating to pragmatical texts ( advertising and other ) – it is possible to agree with some of interventions [28] and literature texts – the various interventions in the literary works are very often confronted with the

criticism, because they do not contribute to adequate interpreting of work.  
[29]

A. Popovich, the Slovak literary historian and theorist, one of the most significant Slovak and international translator, distinguishes the three basic approaches based on space : [30]

a) Exotization, which is the orientation of the translator to the original alien environment [31]

b) Naturalization, i.e., the tendency to transfer the plot of a literary work to the domestic environment [32]

c) Creolization, i.e. finding a compromise and balance of foreign and domestic components in the translated work. [33]

### **5) The focus on the time axis**

Regarding this focus is important to mention that the target text should not be unauthorized change based on time, shall not be unauthorized to modernize or to archaism the translated (source) text.  
[34]

According to J. Levý is important that the translator recognize the cases when a person or local name of the original work requires the home location. [35]

It is important not to bring modern devices to the old period, if we want translate the text and not to rework the text, it is necessary to avoid these mistakes. [36]

## **6) The focus by the age of the readers**

A very common and distinctive way of orientation work to the reader is the focus of the target text according to the age of the recipient. [37]

We have two types of readers in these categories : the adult reader and the preteen reader. [38]

What is important to mention is, that works for children, youth it is possible to rework, to ensure that this works will be for children understandable, but the edited text may not be presented itself as an adequate translation. [39]

In the recast text should be listed the relationship of the target text to the draft, i.e. to his original text. We can do it for example by using a paraphrase or adaptation and it is possible to mention the reasons for these interventions as well. [40]

### **II.4. Micro approach**

Micro approach deals with specific difficulties, grammatical structures and their lexical fillings and we with helping these we can build the final target text. [41] The micro approach is basically a personal view of the text (translation), it is working with translation, for example, if the translation was difficult for me to translate and why or if the text was too difficult because of using some difficulties like e.g. foreign names etc.

The important part of the micro approach is cultural transposition - different degrees of deviation from the literal translation, which the translator tries to apply in translation from the source text into the target text. [42]

These grades are according to the authors divided into :

1) Exotism – the assumption of the default language unchanged or adapted to the pronunciation or spelling ( New York ) [43]

2) Cultural transplantedation – the replacement of the names of one language on behalf of the other, but with the similar cultural origins (Hansel and Gretel – Jeníček a Mařenka) [44]

3) Cultural borrowing – they are concepts, which are of foreign origin, but in a given language are commonly used, for example, in the Czech Republic words like tabu, rande, fotbal, snowboard, hokej, džíny, kovboj, víkend and many others [45]

4) Calque – the words which are translated literally for example skyscraper-mrakodrap, computer – počítač [46]

5) Communicative translation – for example folk sayings, prohibition signs, adages etc. – translation needs to be understandable for the people in their country e.g. There is no place like home, which in Czech means Všude dobře doma nejlépe, or Early bird catches the worm. Ranní ptáče dál doskáče. [47]

## **II.5. The translation procedures**

Translation procedures make a very important part of the whole translation. They are used to render spoken or written source texts to corresponding spoken or written target texts. The translation helps us to reproduce varied types of texts which are for example, scientific, philosophical, literary or religious texts in other languages so we can provide them to wider readers. [48]

The translation deals with two kinds of text called source language text and target language text. Source language text (ST) is the text in the original language which the translator works with. Target language text (TT) is the translation of the source text. For the translator it is not always easy to make a really good translation because he must take into

consideration many aspects of source and target text. Some of problematic factors could be idioms, the style of the text, form etc. [49]

Based on theory of two Canadian theorists Vinay and Darbelnet, the translation procedures are divided into seven main categories. [50]

*Transcription* is rewritten from source language to target language, for example, some Chinese names has to be transcribed. [51]

Another type is *Calque* which means literal translation. [52]

*Substitution* is replacement of one language expression with the other one (noun and pronoun). [53]

*Transposition* deals with grammatical changes which are necessary because there are some differences in language systems of the source language and target language. [54]

Modulation is change of a standpoint. [55]

*Equivalence* is state of equality of language resources, the translation could be different from the original text (Sleeping beauty – Šípková růženka). [56]

*Adaptation* replaces a situation in the source text by a situation which is more suitable in the target text, it could be applied in plays on words or proverbs and it is not a literal translation. It is used also in comedies or comedy and it is the freest type of translation. [57]

Another translation procedures are :

*Word-for-word translation* in which the words of source text stay conserved and the words are translated one by one, out of context. [58]

*Faithful translation* tries to preserve the precise meaning of the source text within the grammatical structures. [59]

*Free translation* is very quick translation without form, style or content of the original. [60]

*Idiomatic translation* tries to preserve the tidings of target text, but it distorts the meaning by using of idioms and colloquialisms which not exist in the original text. [61]

*Communicative translation*: attempts to represent the exact meaning of the source text so that the language and the context are understandable for the readers. [62]

### III. PRACTICAL SELECTION

#### III.1. Translation of text from English into Czech

##### III.1.2. Translation

Lidé z nebe – Beverley Harper

Joe King sebou trhl na velké kožené sedačce, když se vlak zmateně zakymácel ze strany na stranu. Měl dvě možnosti, jet vlakem, který vozí mléko z Durban do Empangeni nebo jet stopem. Rozhodl se pro vlak, ale začínal své volby litovat. Zamračil se přes okno, které rachotilo a třáslo se a zíral nepřítomně ven na tmavé pozemky. Byl vyčerpaný. Jeho hubené tělo, zabalené ve vojenském kabátu nadměrné velikosti, bylo neustálé studené. Bolest, hluboká a ostrá, hořela v horní části jeho pravé paže, tam kde kulka zlomila kost. Mastičkáři mu řekli, že měl štěstí, že ji může použít. Prevíti! Co je dobrého na paži, která je funkční jen napůl? Při nepatrném světle viděl odraz svého obličeje v okně vlaku. Joe si třel svou zdravou rukou unavený obličej a cítil třídenní strniště. Co by asi si o něm Claire myslela teď ?

Claire! Sotva si pamatoval jak vypadala. Pomyslel si, že je to divné. Miloval ji tak moc – byla jeho životem. Vytáhl peněženku, která se nacházela hluboko v kapse vojenského kabátu a vyndal z něho vybledlou a zmačkanou sépiově hnědou fotografii. Už to bylo dlouho od doby, kdy ji Joe viděl naposledy. Tam.

Byla tam Claire. Stála na verandě domu svých rodičů, smála se se zakloněnou hlavou, pěkné silné nohy mírně od sebe, vánek čechral její dlouhé blond vlasy, tisknula si tenké bavlněné šaty u pevného, štíhlého těla.

Joe zíral na fotografii své ženy. Vzali se mladí, Claire měla jen dvacet let, Joe téměř dvacet dva. Otec Joa rozdělil svůj rozsáhlý majetek mezi své čtyři syny a Joe, ten nejmladší, měl na starosti téměř 2500

hektarů. Potřeboval ženu, byl zamilovaný do Claire, měl svoji vlastní zemi. Co víc by si muž mohl přát ?

Rok a půl byli šťastní. Claire byla žena na kterou by každý muž mohl být hrdý. Vedla domácnost a starala se o hospodářství. Organizovala zahradníky a držela přísnou, ale spravedlivou ruku nad služebnictvem, takže Joe mohl vést farmu.

V noci, zatímco se vůbec nesnažila mezi nimi začít s něčím intimním, se dobrovolně podvolila bolesti hlavy, která pravidelně postihuje i ostatní ženy, stěžovali si na tento problém jeho přátelé. Když Claire řekla, že ji bolí hlava, tak jí zkrátka hlava opravdu bolela.

Když mu řekla, že je těhotná, Joe věřil, že se jeho život naplnil. Užival si pohled na svoji ženu, která intenzivně přibírala, když čekala jeho dítě. Liboval si v nemravném škádlení svých přátel. Měl vize ve kterých učil syna hrát kriket a rugby. Claire kvetla, ale myšlenka brzkého rodičovství způsobila, že Joe toužil po klidu a soukromí, které si užíval předtím než se narodil jeho syn. Joe si uvědomil příliš pozdě, že se řítí střemhlav do manželství a rodiny, která se změní v nevyhnutelný stereotyp. Neměl čas na životní pauzu. Claire byla jeho první láska, ale jak na něj těžce doléhala zodpovědnost, začínal pochybovat i o tom.

Poté přišla válka. Stejně jako všichni ostatní nedočkaví a způsobilí mladí muži, Joe poslouchal soustředěně náznaky. A zatímco se mladé ženy strachovaly o své blízké, jejich manželé byli nervózní a vzrušení při představě pobízené nevyhnutelnými sny o slávě a hrdinství. Joe a Claire netvořili žádnou výjimku.

"Bože!" pomyslel si Joe, když seděl v kymácejícím se vagónu. Kdybychom jen věděli." Muži byli buď zmrzačení nebo mrtví, ostatní se vrátili poznamenaní vzpomínkami. Bylo to to, čeho se ženy obávaly ? Povzdechl si a dal snímek zpátky do peněženky. Sejde z očí, sejde

z mysli. Přesně tak to funguje. I když ne tak úplně, byly tu některé věci na které si snadno vzpomněl.

Joe mrkl a minulost byla pryč. Odešel zírající do temnoty, která se skrývala v zemi, kde se narodil. Horký, parný pás cukrové třtiny Zululandu byl přímo tam venku. Chtěl otevřít okno a dýchat, ale byla mu velká zima. "Vítej doma." vysmíval se svému odrazu. "Vítej zpátky ke všem těm věcem, které jsi šel do války zachránit." Joe se ušklíbl sám na sebe. "Hovadiny!" pomyslel si. Šel do války s nadšením. Odešel, protože realita jeho života ho praštila přímo mezi oči a měl strach ze všech věcí co se děly okolo něho. 26 -letý, ženatý, otec a farma na krku. Joe šel do války za životem, který už prožil. Kdyby nepřišla válka, jeho život by byl těžkopádně jednotvárný. Ale válka přišla a Joe se chytil příležitosti, která mu říkala, že je to příležitost pro krále a zemi. Bylo to dobré pro krále. Joe King (král) .

Říjen 1939 – Joe byl mezi prvními, který se zapsal. Příliš netrpělivý, aby čekal až se pojedou do Jižní Afriky, Joe využil zemi, kde se narodili jeho rodiče a svůj vlastní Britský pas, aby se připojil k Royal Air Force. Stále viděl Claire, v slzách, jak drží za ruku jejich syna, když loď vyplula a pomalu zatáčela směrem k Durban Bluff a jeho hlubokému kanálu do Indického oceánu. Michael měl pouze tři roky. Tento pohled s Joe ani nepohnul.

Sledoval jak se Claire zmenšovala spolu se vzdalující se lodí a přinášelo mu to něco jako úlevu. Pořád ji miloval, ale ona pro něho představovala všechno to, co ho v životě svazovalo.

"Co jako bude teď?" Joe přemýšlel. "Už je to pět let. Změnil jsem se. Změnila se také ona ? Budu ji milovat? Mohu to udělat? Chci to vůbec udělat?" Napadlo ho, jestli jeho syn bude vyžadovat tolik pozornosti. Michaelovi je skoro osm let. "Bože ! Mám osmiletého syna, kterého neznám a ženu na kterou si sotva pamatuji. Jsme cizinci."

Bylo mu 26 a nechtěl nikdy zemřít. Joe létal se svým vlastním letadlem několik let, to byl fakt, který Roayl Air Force mohl dobře využít. Posílali ho na Němce stále znovu a znovu. Zoufalé souboje nad Kanálem La Manche, nálety nad Berlínem, bezměsíčné noci, kdy pilotoval letadlo, které klesalo nad Francii.

Joe právě zažíval svůj nejlepší čas v životě. Pivo, jakmile si na něj zvykl, bylo dobré. Muži, žijící jakoby jim smrt ovládala ramena, byli pouze divokým a bezohledným davem. Joe zapomněl na Claire, zapomněl na jeho syna, zapomněl na svoji farmu a dokonce zapomněl na svoji zemi. Bavil se, žil s nervy drásajícím rozjařením a se strachem svírajícím útroby, se siláctvím, stálým společníkem a s temnými a děsivými nočními můrami. Ne, že by to přiznal. Byl to Joe King, žil a bude žít věčně.

Dokud nebyl sestřelen nad Francií a málem uhořel v kokpitu svého letadla. Zachránili ho dva stateční venkované, kterým se ho podařilo dostat ven živého, ale to už měl obě dvě nohy těžce popálené. Jeho úleva, že je zachráněn byla krátkodobá. Předtím, než byl vytažen z vraku, tak byl zajat. Jeho uniforma mu zachránila život, Francouzi neměli takové štěstí - byli zastřeleni, když stáli s rukama ve vzduchu.

Joe zavrtěl hlavou, ale minulost stále zůstávala s ním. Bylo to tam, v jeho odrazu, v jeho útlém obličejí a ustrašených očích, v těsných ústech a shrbených ramenech. „Bastardi!“ Joe nesnášel Němce. Ne kvůli jejich aroganci a krutosti. Ale protože vzali mladého muže a udělali z něj starého. Jeho kdysi černé vlasy pokrývaly šedivé skvrny. Jeho kdysi silné tělo bylo vyčerpané a bolavé.

Joe do konce života nezapomene na své zajetí a tři roky pekla. Jeho první dojem z tábora v něm zůstane navždy. Bylo to v zimě. Země byla rozčeřená a pevně zmrzlá. Tři oddělené ploty z ostnatého drátu byly umístěny po obvodu. Uvnitř, čtyřicet akrů tábora dělilo ještě více ostnatých drátů, které vedly souběžně s příkopem.

Dřevěné chaty nebo přestavěné stodoly, ubytování vězni. Každou budovu obývalo okolo 200 vězňů. Spali na dřevěných prknech pokrytých tenkou vrstvou slámy. Byli na sobě namačkaní jako sardinky s absolutně žádným pohodlím nebo soukromím. Nebyly jim poskytnuty žádné přikrývky, žádná světla a žádné topení. Vězni se choulili k sobě, lidský kontakt tvořil jediný zdroj tepla.

Jídlo v táboře bylo tak otřesné, že muži rychle ztráceli kondici. Chleba a káva ráno, lehká polévka z cizrny v poledne, čočka nebo nudle a ta stejná polévka večer.

Těm nejschopnějším, obvykle těm nově příchozím byla přidělena práce stavění silnic v oblasti. Jakmile si jejich podviživený stav vzal svou daň, dostali lehčí úkoly - uklízení chat, vynášení latrín, pohřbívání mrtvých a různé jiné práci nutné k údržbě chodu tábora. I přes jeho popáleniny, Joe očekával, že bude obstarávat nějtěžší práce, co se týče budování silnic. Jeho nohy se nakonec uzdravily, ale zůstali ošklivě zjizvené. A bolely, ach Bože, jak bolely v chladné zimě. Ale alespoň byl naživu.

Mrtví byli pohřbíváni nazí. Nebylo jim vydáno žádné nové oblečení a muži si museli najít nahradu, kde se dalo. Joe rychle zapomněl na své znechucení, když měl na sobě boty mrtvého muže stejně tak, že je to už druhá zima, kdy je v táboře, trochu temná a zima mu rozpraskala otevřenou popáleninu na nohách.

Nejhorší ze všeho byly nástupy. Čtyřikrát denně v jakémkoli počasí, muži se scházeli kvůli čemukoli až na hodinu. Očekávalo se od nich, aby stáli úplně v klidu, jakékoli neklidné chování bylo potrestáno rychlým a nemilosrdným úderem pažbou pušky. I přes přísný režim nástupu byla ochranka překvapivě nedbalá. Joe si rychle uvědomil, že jeho nejlepší šance na útěk byla přes skupiny, které pracovaly mimo tábor. Němci měli nedostatek pracovníků. Silniční pracovní skupiny obvykle čítaly okolo 400

mužů a nekontrolovalo je více než 8 strážníků. Když jeden z vězňů oznámil, že odchází, ostatní se snažili strážníky rozptýlit. Němci byli ohledně této situace docela v klidu. Mnozí se snažili uniknout. Jak Joe věděl, pouze některým se to podařilo. Problém byl ve vyprahlém terénu. Tam zkrátka není kde se schovat.

Joe viděl jednoho muže, jak se zoufale snažil dostat pryč, začal utíkat, když mu strážník řekl, ať se zastaví. Byl střelen do zad. Němci ho tam nechali jako hrůzné varování pro ostatní. Ti, kteří se snažili utéct byli potrestaní dvoutýdenní izolací a drželi dietu, která zahrnovala pouze chleba a vodu. Jestliže podmínky v táboře byly nesnesitelné, tak stísněné venkovní vězení bylo mnohem horší. Alespoň ve společnosti druhých, Joe věděl, že nebyl sám. Avšak, vyhlídka pobytu na samotce mu nezabránila v tom, aby se pokusil dostat pryč. A on se pokoušel, Bože jak moc se snažil.

### **III.1.3. Commentary to the English translated text**

#### **Macro approach**

The source text is called *People of Heaven* and it is a book written by Beverly Harper. Beverly Harper was an Australian writer, she was born in Bulli on the New South Wales south coast in Australia. She decided to spend one year in Africa, but in the end she stayed there for 20 years. She returned to Australia in 1988. The memories and experiences which she obtained from Africa helped her in writing the books and it was the inspiration for her as well. Few of her bestsellers are e.g. *People of heaven*, *Edge of the rain*, *Storms over Africa*. Beverly Harper died of cancer in 2002. And the story I have chosen takes place in the year 1945 and it is about two soldiers who are returning from the war, they have nothing in common but later they became friends. They talk about their families, war. The story is partly a family history, partly an ecological story and partly a political list.

The source text is a first chapter, taken from the book *The People of Heaven* as I mentioned above. It is intended for the people who are interested in Africa, in war, in love stories, the people who like the nature and interesting novels. The theme of the text is meeting with one of the principal characters. It is a man and his name is Joe King.

The text is comprised of five sections. Each section is divided into several paragraphs. The text is mostly written in the third person so there is some narrator.

The source text was written mostly in the past tense. The major type of tense is the past perfect form of "to have". For example : *He'd had two choices. He'd opted. "If only we'd known." Privacy he'd enjoyed before his son was born. He'd gone to war for excitement. He'd gone because the reality of his life hit him squarely between the eyes.* This tense is used when one situation happened before another in the past.

Then we can find in the source text many examples of the past perfect progressive well. For example : *Joe had been flying his own aeroplane for several years.* There is also many examples of modal verb COULD. For example : *He could see his reflection. He could barely remember his face.* In the text it appears the numerals very often. For example : *three days growth. 2500 acres to administer. For eighteen months. Each building accommodated 200 men.* Very interesting is that some of them are written with numbers and some of them are in written form. In the text there is characterization also. For example : *His thin body, wrapped in an oversized greatcoat. There was Claire. Standing on the verandah of her parent's home, head back laughing, fine, strong legs slightly apart, a breeze ruffling her long blonde hair, pressing the thin cotton of her dress against a firm, slim body.* In the text there are many proper names. For example : *Joe King, Claire, Durban, Zululand, the*

*Royal Air Force, the Indian ocean, English Channel, etc.* and proper names Claire and Joe are repeated again and again.

The sentences are long in general with the predominance of multiple sentences. The complex sentences are the most frequent. For example : And while the young wives sensibly worried and feared for their menfolk, their husbands fidgeted and grew excited at the prospect, spurred on by inevitable dreams of glory and heroism. The complex sentence is separated with the commas. In the text there are many examples of compounds (ex.: hitchhike, greatcoat, bookwork, headache, parenthood, menfolk, recall, deepwater, rollcalls.) It appears subordinating conjunctions in the text as well (ex.: Until, before, as long as , as far as.) and the examples of hyphens (ex.: gut-churning, eight-year-old, tasks-cleaning, lucky-shot, flea-infested.) In the text we can also find idioms, slang and vulgarism. For example : *Twenty-six, married, a father, and a farm around his neck*. This is an example of slang.

The text is written in informal English. There are many emotional expressions ( ex.: Will I love her? Do I want to? His once strong body was wasted and aching. God! If only we'd known. The narrator is unknown. The text includes the examples of direct speech (ex.: „ What will it be like now?“ Joe wondered. „ It's been five years. I've changed. Will she have changed? Will I love her? Can I do this? Do I want to?“ He wondered if his son would be as demanding. Michael would be nearly eight. „ Christ! I have an eight-year-old son I don't know and a wife I can barely remember. We're strangers.“ ) but in this text the most frequent is narration in the third person. (ex.: *He could barely remember her face. He thought that was strange. He had loved her so much – she had been his life. He pulled his wallet from the deep greatcoat pocket and took out a faded and creased sepia brown photograph.*) There are also examples of rhetorical questions, which emphasize the main character's thought

process and feelings. (ex.: *What more could a man ask for? Will I love her? Can I do this? Do I want to?*)

The text is coherent, as there are some devices of grammatical and lexical cohesion. Concerning the grammatical cohesion, there are example of anaphoric reference. (ex.: *Joe King shifted on the hard leather seat as the train lurched crazily from side to side. He'd had two choices, take the milk train from Durban to Empangeni or hitchhike.*) Another example of grammatical cohesion is substitution, which means that one word is substituted for another (ex.: *The women, who did it for England.*) Demonstrative reference appears in the text as well (ex.: *It had been a long time since Joe looked at it. There. There was Claire.*)

With reference to lexical cohesion there several examples of apposition (ex.: *Joe's father had divided his vast estate between his four sons and Joe, the youngest, had nearly 2500 acres to administer.*)

### **Micro approach**

I had to change some English expressions to make it more comprehensible for the Czech people. In some cases was very difficult for me to make a Czech sentence so I had to completely remake some sentences.

First, I decided to do, I left original names of the main characters. I didn't translate Joe King as Josef Král but I simply left his name Joe King, I think it sounds better and every Czech person is able to read this name. *He enjoyed the sight of his young wife growing heavy with his child.* In this sentence I have tried to replace the gerund growing in the source text with the Czech relative pronoun který. *Užíval si pohled na svoji ženu, která intenzivně přibírala, když čekala jeho dítě.* *He had visions of teaching a son to play cricket and rugby.* - *Měl vize ve kterých učil syna*

*hrát kriket a rugby.* I did the same process with this sentence. *Claire was his first love but, as responsibility weighed heavily on him, he began to question that too.* - Claire byla jeho první láska, ale jak na něj těžce doléhala zodpovědnost, začínal pochybovat i o tom. I had to little bit change the word order to make it more comprehensible for Czech reader. *Out of sight, out of mind.* – *Sejde z očí, sejde z mysli.* This is the typical English idiom so I had to find a matching idiom in Czech as well. Because in the source text, there are some offensive names I was trying to find the most gentle word in Czech for that words. For example : „*Bullshit!*“ - *"Hovadiny!"* *The sight had left Joe unmoved.* - *Tento pohled s ním ani nepohnul.* In this sentence I decided to replace the proper name Joe by the personal pronoun s ním and I had to make more words from only word to make it more comprehensible. *He still loved her but she represented everything about his life that tied him down.* - *Pořád ji miloval, ale ona pro něj představovala všechno to, co ho v životě svazovalo.* I had little bit modified this sentence because for Czech people it would not be understandable so I omitted the conjunction *because.* „*Welcome back to all those things you went to war to save.*“ - *"Vítej zpátky k tomu všemu, co jsi šel do války zachránit."* The noun things in this sentence could evoke many different things, in this context things could mean his wife and son, his country. So I omitted the noun things and I in Czech translation I used the pronoun všemu. *The hot, steamy sugarcane belt of Zululand was just out there.* – *Horký, parný pás cukrové třtiny Zululandu byl přímo tam venku.* To do a good translation of this sentence was pretty difficult for me so I tried to reformulate the whole sentence, I think it might be comprehensible for the Czech because the sugarcane need for growing very hot environment and the Zululand definitely has it. *I have and eight-year-old son I don't know and a wife I can barely remember.-* *Mám a osmiletého syna, kterého neznám a ženu na kterou si sotva pamatuji.* In Czech translation I had to add relative

pronoun který. *Desperate dogfights over the English Channel, raids over Berlin, moonless nights flying parachute drops over France.* - *Zoufalé souboje nad Kanálem La Manche, nálety nad Berlínem, bezměsíčné noci, kdy pilotoval letadlo, které klesalo nad Francií.* I decided to use Kanál La Manche instead of the English Channel because it refers to the same thing and I think that the majority of Czech people know better the expression Kanál La Manche than The English Channel.

#### **III.1.4. Glossary**

took care of the farm's bookwork – starat se o hospodářství

eager – dychtivý, nedočkavý

the rumblings – příznaky, projevy nespokojenosti

Out of sight, out of mind. – Sejde z očí, sejde z mysli.

sugarcane belt – pás cukrové třtiny

a farm around his neck – mít "na krku" farmu

Desperate dogfights – zoufalé souboje

the time of his life – nejlepší doba jeho života

gut-churning exhilaration - nervy drásající rozjaření

bowelliquefying fear – strach svírající útroby

nearly burned to death – skoro uhořel

hunched shoulders – shrbená ramena

jet-black hair – temně černé vlasy, vlasy černé jako uhlí

churned up – vířit, pěnit, rozčýřit

frozen solid – úplně zmrzlé

barbed wire – ostnatý drát

vermicelli - nudle

undernourished condition - podvyživený stav

the rollcalls – nástupy, prezenze, kontroly účasti

a rifle butt – pažba pušky

arid terrain – vyprahlý terén

a gruesome reminder – hrůzné varování

unbearable – nesnesitelný, neúnosný

## **III.2. Translation of text from Czech to English**

### **III.2.2. Translation**

Czech technical standard

Planning of the local roads

4 Principles of transportation and traffic engineering solutions

4.1 General principles of the arrangement of local communications

4.1.1 The purpose of the planning of local roads is to ensure the safety of all participants of transport in the villages, in particular, pedestrians and cyclists, and creation of such conditions that the space of local roads of the functional groups B, C, D perform in the village in balance with each other as a function of traffic, so servicing and appropriately, residence and social depending on the importance of the road and depending on the area of the village, which the road passes. For the performance of those functions of local roads is applying the principles of traffic calming on local roads as the functional group B, so in particular, C in the sense of special regulations.

An essential tool for calming down the traffic on the service roads is reducing the speed limit to 30 km/h, i.e. designing reduced-speed zones.

These measures in the current communications network can have only an organizational character, but they have to be supported by construction measures. The design of the building and proposed building modifications must respond to pursued intent into the new buildings or renovations.

The local roads of functional group A perform mainly the function of the traffic.

4.1.2 Functional groups, types of cross layout of the local roads in the villages and their design elements are appropriate to the needs of the transport operator in the village, the intensity of road transport's external, internal, source, destination and transit.

4.1.3 In built-up areas of the village or in a blocked areas the local road is proposed the stripes/tracks for pedestrians and/or cyclists separate from the main transport area either increased kerb and/or sub-bands. Lanes for cyclists may be proposed in the main traffic area. In case of need can be communication for pedestrians and/or cyclists recorded in the route of the independent directionally as well as height on the route of communication for motor vehicles. In pedestrian and residential zones proposes a solution of the surface as a rule in one level with a suitable optical expression of the functions of the individual areas and, if necessary, a tactile separation according to special regulations as well. Without elevated sidewalks, including surface drainage may propose local communication in the peripheral parts of towns, in small villages, in parts of the municipality not intended to be built (in open country) even with the acceptance of mixed traffic of pedestrians and vehicles under special legislation.

4.1.4 Transit sections of roads of villages are as a rule part of the road network and also the main roads in the villages. In the design of transit sections of roads must be in balance conditions of the individual modes of transport (pedestrians, cyclists, public bulk, individual car,

dynamic , static). Equilibrium conditions mean the redistribution of traffic areas in the interest of safety of all transport modes, in particular courses and the cyclists, in the interest of the preference of public transport and also in order to transport static. The arrangement of the transport area has to be that the driver's psychological motivation and building measures lead to the behavior in terms of safety intended, in particular, to the choice of a reasonable speed (the maximum speed allowed) according to special regulations.

4.1.5 The width of the lanes of the same road in the undeveloped area and in the built-up area is not in direct connection and may not be the same. It does not concern the transit sections of highways and expressways, if in justified cases, must pass through the municipality. It has to maintain its clear width as the in the open air. On the contrary, the width of the lanes on the transit section of the road to be as a rule smaller than in the area undeveloped. It arises from the different driving, speed limit and differentiated functional use. For lower speeds in a built-up area smaller width is sufficient and in the main traffic area is necessary to obtain space for other functions. Usually it is a transition from the width of the traffic lane of 3.50 m and in undeveloped area, landscape of 3.00 or 3.25 m in the built-up area and also the reduction of the width of the drainage strip from 0.50 m to 0.25 m according to the method of drainage (in justified cases, in solving the drainage). The transformation of the width arrangement between the open and built-up area can be designed also asymmetrically.

4.1.6 The transformation of the width layout of the local roads (changing the type of the cross arrangement) is usually carried out in the area of the junction. The use of the added lanes is not considered as a change.

1.7 Design of local roads or their individual sections must be coordinated with the planned urbanization of the territory and must ensure feedback to the follow-up network of the routes. The proposal is based on the principles of transport policy of the state, counties, municipalities (cities) and the spatial plan.

Network design of local roads has applied the principles of traffic calming appropriate to the roads functional group B, and fundamentally on the roads functional groups C. According to the function and the transport importance of roads and according to the intensities has to follow either the principle of a safe separation of the individual modes of transport, or the principles of traffic calming and mixed traffic according to specific rules.

The principle of secure separation of individual modes of transport has to be based on the following principles:

- a) separation of motor traffic from the traffic of pedestrians and cyclists
- b) separating of the mass transport from the individual transport
- c) separating drive-through traffic from the internal transport , the source transport and the destination transport

4.1.8 Design of local roads must also take into consideration other functions of the road network and to respect the claims of environment protection, agricultural and forest land, cultural monuments and nature. In the design of road systems, zones with a predominance of the residential function is recommended to use such principles, which exclude or minimise adverse transit. Solution of the local roads in conservation reserves in the historical centre of the villages and heritage protection zones has to respect the historical ground composition and other

requirements from the point of view of the interests of state monument care and adequate to cover the claims of different modes.

4.1.9 The design of the local road is based on its traffic function and from the prospective of the intensities of traffic flows the roads and all the crisscrossing roads.

After designing the type of the transverse arrangement and solve the types of intersections according to the ČSN 73 6102 to assess the performance of intersections and sections between intersections for the prospective period. On the basis of the assessment sets out the territorial reserves.

4.1.10 In the solution of local roads which have four or more traffic lanes with flyover entries intersections and crossing in a built-up area is the need to sensitively handle these roads in an appropriately incorporated into the environment of the village (town) and the appropriate choice of the type of the intersection with less demand for space, so the road does not become an unnatural watershed in the environment of the village and not change the function of its larger units.

4.1.11 Local roads are designed so that they can be used as the access road and entrance area for the vehicles of the fire rescue corps according to the ČSN 73 0802 and related standards for fire safety of buildings. The width of the area of the local road must be greater or equal to 3.50 m, the width between trims must be greater or equal to 3.00 m, width of the one lane traffic lane (the paved part of a road) must be greater or equal to 2,50 m. The layout of local roads has to be further solved so that in the reconstruction (closures) of the road sections it would be possible to spare the leadership of the transport.

NOTE The smallest width of the paved part of the road 2,50 m is admissible under standardization directive MV "Access roads and

entrance areas for firefighting purposes" for arrivals to the one apartment family houses, recreation buildings and accommodation facilities with a capacity of 15 people.

## 4.2 Safety

To ensure the highest safety possible in all roads in the villages is one of the main principles that this standard monitor. To ensure the safety of all traffic participants is used the application of measures which this standard contains. In particular, it is about the safety of pedestrians, cyclists and persons with reduced mobility and orientation. The principles of traffic safety must also contain every urban project.

4.2.1 In the interest of safety the standard follows the application of such measures, which minimise the possibility of movement of motor vehicles at higher speed than allowed speed. In designing of local roads (new buildings and renovations) must be such measures applied to the maximum extent possible. On speedways, where is the speed in the village pursuant to a special regulation is limited to 80 km/h, expressed in a different driving mode, in particular by reducing the width of lanes on most of 3.50 m. The limit speed and/or the proposed speed can be in justified cases reduced under 80 km/h.

4.2.2 Safety principles of design of local roads must follow and respect in particular:

a) clear and understandable building layout, clear organization of transport

b) the barrier-free arrangement with regard to the needs of persons with reduced mobility pursuant to a special regulation

c) the protection of pedestrians, especially in the area of intersections, pedestrian crossings and in places of crossing with bicycle lane/zones/path

d) the protection of cyclists

e) traffic calming and, in justified cases, the reduction of driving speed with the application of the measures according to the special regulations

f) the application of measures for the regulation of the driving speed of the entrance to the village. This measure informs the drivers at the entrance to the village and to reduce the ability to drive at speeds higher than 50 km/h

g) the psychological certainty of the users of local roads

h) choosing of the appropriate type of junctions, in particular the application of the circular junctions

i) physical directional division of roads with more lanes and two-lane in sections of the potential danger of the front center (the intersections, the arches, high intensity, etc.)

j) the correct execution and placement of vertical and horizontal traffic signs, including traffic signs informative indicator.

4.2.3 In the design of the reconstruction of local roads (in particular, sections with a higher number of traffic accidents) are based on from the conducted analysis of transport accidents of analysed area in the past period of at least three years and the identified defects (technical causes of accidents) the proposal removed.

#### 4.3 The environmental protection

4.3.1 The protection against noise and other harmful effects of the transport sector must comprehensively ensure no urban design of the municipality (city) or zone by a suitable layout of buildings in relation to the transport device and only in the necessary cases with the help of

construction measures along roads. This protection must be part of the project documentation of the roads as well.

4.3.2 Design of local roads must be in conformity with the relevant provisions on the environmental protection.

4.4 The viability of the solution of the road network.

4.4.1 The local roads and their spatial arrangement will be dealt with in accordance with the period of life of the adjacent buildings of municipalities (about 80 – 100 years or more according to the character of the built environment), particularly the speed roads and collection roads.

4.4.2 Stage solutions on the local road must be designed with respect to the final solution, whereby it is necessary to consider with any prospective redevelopment by expanding the number of lanes or tracks, by adding the stopping and parking lanes, the establishment of parking areas, cyclist lanes and trails, expanding sidewalks, green belts, etc., or a grade-separated solution of the junctions, and that in the reserve construction areas.

4.4.3 Stage solution of local roads has to allow the completion of the arrangement meeting the prospective aid traffic flows in the desired traffic quality, and especially in the bypass communities and in their peripheral parts but not at all in the central parts. The solution has to match to the principles of the environment protection and the solution has to be economic investment and establishment as well. The durability of the reconstruction in terms of the type of causal arrangement is considered for a period of at least 30 years. In the design of temporary measures for a shorter period is necessary to demonstrate their economic efficiency, taking into account the expected duration of the provisional measure.

4.4.4 With more than four lanes, local road and the four and more lanes directionally split road is the effective phasing of the construction,

when the economic analysis did not demonstrate the suitability of the construction of the road in its entirety. Assessment in the study of construction. A stage built local road, especially with the completion in a short time, is addressed as the construction phase of the construction of the whole road.

Natural body, bridge structures and intersections are being built in the first stage to the extent economically and technologically reasonable, usually natural body for the whole communications, the bridge objects in the route in the full breadth, intersecting branches which is temporarily in the area of the future expansion of road, etc. Stage implementation of tunnels is solved according to the ČSN 73 7507.

4.4.5 The design period of local road is assessed to the relevant forward-looking intensity of the peak hours provided by the conversion according to the broad distribution of intensities. Day intensity is determined on the basis of the transport model, or the national coefficients of traffic growth.

The design period is determined in proportion to the importance and extent of local road, based on the available documents about the development of the area in the village and the development of automobile transport and takes account of all known development plans and development trends for the period approximately 20 years after the commissioning of the road into operation.

The necessity of additional lanes is being considered in the period up to 30 years after putting the road into operation.

4.4.6 For the design of roadways is the design period for the non-rigid pavement and for rigid pavement with the reinforced layers made of cement and concrete for 25 years and for the carriageway with

continuously reinforced cover made of cement and concrete for 35 years. The roadways are proposed according to the ČSN 73 6114.

4.4.7 If during the design period is expected to be higher traffic intensity than the forward-looking intensity of the transport sector in the last year of the design period, a traffic study will be prepared that will assess the traffic and economic problems of the case and propose a solution. An appropriate solution is the admission to a reduced degree of level of traffic quality in a period with temporarily higher intensity.

### **III.2.3. Commentary to the Czech translated text**

#### **Macro approach**

The text deals with design of Czech urban roads which is part of the Czech technical standards. The text is published by the Czech standardisation institute in Prague and was published in January 2006. The text is informative and it is aimed at people who are working in this field or for students, but also for people who are interested in this design and they just want to know more information about this field.

The whole book contains 17 main chapters and 4 appendixes. For my translation I chose the fourth chapter from this book which is called the Principles of transportation and traffic engineering solutions. The text is divided into 4 another subheads. The first subhead deals with General principles of the arrangement of local communications and it contains general information as how should look like the local roads, pedestrian and residential zone. The second subhead deals with safety, for example, what should the safety principles should contain. The third subhead solves the environment protection so protection from noise, etc. and last subhead is about the viability of the solution of the road network, it contains information like for how many years the road is determined or

what kind of materials are road made of. So every subhead plays its own role in the text.

Regarding the tenses, the text uses the present simple tense or the past simple. For example: *V pěších a obytných zónách se navrhuje řešení povrchu zpravidla v jedné úrovni s vhodným optickým vyjádřením funkcí jednotlivých ploch a v případě potřeby i hmatovým oddělením podle zvláštních předpisů.* In this example, the present tense is used to

The sentences are long in general with predominance of multiple sentences. The compound sentences are the most frequent but in the text, it appears the complex-compound and the complex sentences as well. For example: *Uspořádání dopravního prostoru má být takové, aby řidiče psychologickou motivací a stavebními opatřeními vedlo k chování z hlediska bezpečnosti žádoucím, zejména k volbě přiměřené rychlosti (nanejvýš rychlosti dovolené) podle zvláštních předpisů.* This is an example of complex-compound sentence because it is made of two independent clauses and dependent relative clause joined by relative pronoun *aby*. *Při návrhu komunikačních systémů zón s převahou obytné funkce se doporučuje užití takových principů, které vyloučí nebo co nejvíce omezí nežádoucí průjezdy.* This is an example of complex clause which is made up of an independent clause and dependent relative clause joined by relative pronoun *který*. *Řešení má odpovídat zásadám ochrany životního prostředí a být ekonomické investičně a provozně.* This sentence is compound and it is made up of two independent clauses joined by conjunction *a*. In the text there the examples of passive voice (ex. *Na novostavbách nebo rekonstrukcích musí sledovanému záměru odpovídat jak návrh stavby, tak navrhované stavební úpravy.*)

The register of the text is formal. There are no narrator, no informal words and no emotional expressions as well. The text is coherent, but because it is a state regulation, it is difficult to translate. With reference to

lexical cohesion, there are several examples of repetition. For example: *komunikace, území zastavěné, území nezastavěné, intenzita, období, etapové*. In the text it appears the examples of hyponymy as well. For example: *účastníci provozu – chodci, cyklisté, řidiči*. There are also many examples of numerals. For example: *Šířka prostoru místní komunikace musí být větší nebo rovna 3,50 m, šířka mezi obrubami musí být větší nebo rovna 3,00 m, šířka jednopruhového jízdního pásu (zpevněné části komunikace) musí být větší nebo rovna 2,50 m. Obvykle se jedná o přechod z šířky jízdního pruhu 3,50 m a v území nezastavěném na šířku 3,00 nebo 3,25 m v území zastavěném a dále o redukci šířky odvodňovacího proužku z 0,50 m na 0,25 m podle způsobu odvodnění (v odůvodněných případech při vyřešení odvodnění)*. And the text also contains the examples of enumeration (ex. *V návrhu průjezdních úseků silnic musí být v rovnováze podmínky jednotlivých druhů dopravy (chodců, cyklistů, veřejně hromadné, individuální automobilové, dynamické, statické)* or another example : *Návrh má vycházet ze zásad dopravní politiky státu, kraje, obce (města) a územního plánu*.

### **The micro approach**

The text deals with formal information. It is a state standard that must be followed, so in the text is mentioned many detailed and accurate information as regards the obligations of road users on local roads. The target text is intended for occupants of the Czech Republic but similar standard is used in every state.

I had to make some changes in translation to make it more clear for people from other countries. I used in the some cases the English noun road instead of communication because it seemed to me more natural. For example: *The purpose of the planning of local roads is to ensure the safety of all participants of transport in the villages*. This is an example when I decided to use the road instead of communication because

adjective local matched with the road because local communication means something different. *The limit speed and/or the proposed speed can be in justified cases reduced under 80 km/h.* In this this sentence I completely changed the word order. *The barrier-free arrangement with regard to the needs of persons with reduced mobility pursuant to a special regulation.* In target the first is used I replaced the Czech noun and adjective by two English nouns.

*The durability of the reconstruction in terms of the type of causal arrangement is considered for a period of at least 30 years.* In this example, I tried to express in the best way possible the Czech noun *životnost*. *For the design of roadways is the design period for the non-rigid pavement and for rigid pavement with the reinforced layers made of cement and concrete for 25 years and for the carriageway with continuously reinforced cover made of cement and concrete for 35 years.* In following example, I decided to divide the Czech adjective *cementobetonový* from the source text into two English nouns *cement and concrete* to the target text and I made this process to make it more clear for English readers. *The width of the lanes of the same road in the undeveloped area and in the built-up area is not in direct connection and may not be the same.* I change the word order in the source text the first is built-up area and then is undeveloped area, but I think it is more logical to use as first the undeveloped area.

#### **III.2.4. Glossary**

principy zklidňování dopravy - the principles of traffic calming

místní komunikace - local road

dovolená rychlost – speed limit

zastavěné území – built-up areas

navrhované stavební úpravy - the proposed building modifications

intenzita silniční dopravy vnější, vnitřní, zdrojová, cílová i průjezdní -  
the intensity of road transport's external, internal, source, target and  
transit

obrubník - kerb

dílčí pás – sub-band

podle zvláštních předpisů - according to special regulations

nezastavěné území – undeveloped areas

šířka jízdniho pruhu – the width of traffic lane

síť místní komunikace - network design of local roads

chodci a cyklisté – pedestrians a cyclists

vícepruhové komunikace – the roads with more lanes

svislé a vodorovné dopravní značení – vertical and horizontal traffic  
signs

předpisy o ochraně životního prostředí – provisions on the  
environment protection

životnost – the durability

etapové řešení místní komunikace - stage solution of local roads

obchvaty obcí - bypasses of municipalities

křižovatkové větve - intersection branches

netuhé a tuhé vozovky – non-rigid and rigid pavement

#### **IV. CONCLUSION**

The purpose of this bachelor thesis was to gain more information about the micro approach and the macro approach, also to analyse the translation procedures. The essential part of my thesis was to translate the text. I chose two different types of text to make it more interesting for readers. The first one is translated from English to Czech and the second one is translated from Czech into English, then I had to comment on the background of the translation (the macro approach and the micro approach) and also I had to elaborate glossaries to the source texts to give an overview of the most important lexical items.

This thesis can be useful for students who would like to gain some knowledge of the theory of translation procedures, but also for people, for example for students who study languages who are interested more detailed in the field as the commentaries (macro and the micro approach, the glossary) which provide readers the description of the process of translation.

I had to find the texts which had not been translated into another language before, concretely the Czech into English and the English into Czech. It was not very difficult for me because I have family in Australia and my grandfather provided me the English text. As for the Czech text, it had been provided to me by my friend who works in this field.

The English source text is the novel written by Beverley Harper and I chose this book because I think this is an interesting story, I wanted to encourage people to read this whole book and I wanted to show people different type of English which is Australian English because the author of this book is an Australian writer. The Czech source text is one of the Czech standards, concretely the planning of the local roads. I chose two different types of texts because I thought that it could be interesting for readers.

The most frequent modifications, while translating, related to syntax. The differences between two languages were concerned with the use of participles and gerunds in English and dependent clauses in Czech. I had to make some changes regarding the word order because it is flexible in Czech but there is a fix word order in English.

The translations were the most demanding part of the practical section of my bachelor thesis. I tried to make both translation the most clear possible for its native readers.

## V. ENDNOTES

1. Knittlová, D. *K teorii i praxi překlada*, p.21
2. Steiner, E., *Macro- and Micro-level Approaches to Translated Texts - Methodological Contradictions or Mutually Enriching Perspectives?*, p.15, [online].
3. Ibid.
4. Ibid.
5. Ibid.
6. Ibid.
7. Nord, Ch. *Translating as a purposeful activity: functionalist approaches explained.*, p. 152.
8. Ibid.
9. Nord, op. cit., p. 152.
10. Ibid.
11. Hrdlička, M. *Literární překlad a komunikace*, p. 60.
12. Levý, J. *Umění překlada*, p. 102.
13. Hrdlička, M. *Literární překlad a komunikace*, p. 60.
14. Ibid., p. 61.
15. Ibid., p. 62.
16. Ibid., p. 63.
17. Ibid., p. 64.
18. Ibid., p. 66.
19. Ibid., p. 67.
20. Ibid., p. 68.

21. Ibid., p. 69.
22. Ibid., p. 70.
23. Ibid.
24. Ibid.
25. Ibid.
26. Ibid., p.71.
27. Ibid.
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34. Ibid., p. 76.
35. Ibid., p. 77.
36. Ibid.
37. Ibid.
38. Ibid.
39. Ibid., p.78.
40. Ibid.
41. Knittlová, op., p.21.
42. Ibid., p.22
43. Ibid.
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45. Ibid.
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48. Ordudari, M., Translation journal. [online].
49. Ibid.
50. Knittlová, op., p.14
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55. Ibid.
56. Ibid.
57. Ibid.
58. Newmark, P. Approaches in translation, p.47.
59. Ibid., p.46.
60. Ibid., p.45.
61. Ibid., p.46.
62. Ibid., p.47.
63. Harper, B., *People of Heaven*, p. 7-16
64. ČSN 73 6110, *Projektování místních komunikací*, p.15-18

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## **VII. ABSTRACT**

This bachelor thesis deals with the macro approach and the micro approach in translation, analysis the translation procedures and two translations. The first text is the translation from English to Czech and the source text is a novel written by the Australian writer Beverley Harper. The second text is a Czech technical standard, Planning of the local roads in which I translated the fourth chapter.

The thesis is divided into two main sections. The theoretical section deals with the macro approach, the text-specific difficulties, the different methods of translation's focus toward the reader, the micro approach and the translation procedures. The practical section is concerned with the translation of the texts, the commentaries to the translation and the glossaries.

Source texts are enclosed in the appendices.

## VIII. RESUMÉ

Tato bakalářská práce se zabývá makro fázemi a mikro fázemi v překladu, analyzuje překladatelské postupy a obsahuje dva překlady. První text je překlad z angličtiny do češtiny a zdrojový text je román, který napsala australská spisovatelka Beverley Harper. Druhý text je Česká technická norma, konkrétně Projektování místních silnic, ze které jsem přeložila čtvrtou kapitolu.

Práce je rozdělena do dvou hlavních částí. Teoretická část se zabývá makro fázemi, obtížemi, které se v textu nachází, řeší odlišné metody překladů co se týče zaměření na čtenáře, dále se zabývá mikro fázemi a překladatelskými postupy. Praktická část se zabývá překladem textů, komentáři k překladu a glosáři.

Zdrojové texty jsou uvedeny v přílohách.

## **IX. APPENDICES**

### **IX.1. Appendix I – Source text 1**

People of heaven – Beverley Harper

Joe King shifted on the hard leather seat as the train lurched crazily from side to side. He'd had two choices, take the milk train from Durban to Empangeni or hitchhike. He'd opted for the train but was beginning to wish he hadn't. He scowled through the window which rattled and shook and stared out unseeingly at the dark land beyond. He was bone weary. His thin body, wrapped in an oversized greatcoat, was perpetually cold. An ache, deep and raw, burned in the upper part of his right arm where the bullet had cracked bone. The quacks had said he was lucky to have the use of it. Bugger them! What good was an arm that only half worked?

He could see his reflection in the window, thrown back at him in the soft light of the carriage. Joe rubbed his good hand wearily over his face, feeling the stubble of three days' growth. What was Claire going to think of him now?

Claire! He could barely remember her face. He thought that was strange. He had loved her so much – she had been his life. He pulled his wallet from the deep greatcoat pocket and took out a faded and creased sepia brown photograph. It had been a long time since Joe had looked at it. There. There was Claire. Standing on the verandah of her parent's home, head back laughing, fine, strong legs slightly apart, a breeze ruffling her long blonde hair, pressing the thin cotton of her dress against a firm, slim body.

Joe stared at the photograph of his wife. They had married young, she was just twenty. Joe nearly twenty-two. Joe's father had divided his vast estate between his four sons and Joe, the youngest, had nearly 2500

acres to administer. He needed a wife, he was in love with Claire, he had his own land. What more could a man ask for?

For eighteen months they had been happy. Claire was a wife to make a man proud. She ran the household and took care of the farm's bookwork. She organised the gardeners and kept a firm but fair grip on the house servants, leaving Joe free to run the farm. At night, while never initiating intimacy between them, she willingly submitted to headache which some of his friends complained afflicted their wives regularly. If Claire said she had a headache, then Claire had a headache.

When she told him she was pregnant, Joe believed his life was complete. He enjoyed the sight of his young wife growing heavy with his child. He revelled in the ribald teasing of his friends. He had visions of teaching a son to play cricket and rugby. Claire blossomed but the realities of parenthood soon had Joe longing for the peace and privacy he'd enjoyed before his son was born. Too late, Joe realised that by rushing headlong into marriage and a family he had become stuck in an inescapable rut. He hadn't taken time out to live. Claire was his first love but, as responsibility weighed heavily on him, he began to question that too.

Then come the war. Like all other eager and fit young men, Joe listened to the rumblings intently. And while the young wives sensibly worried and feared for their menfolk, their husbands fidgeted and grew excited at the prospect, spurred on by inevitable dreams of glory and heroism. Joe and Claire were no exception.

„God!“ Joe thought, as he sat in the rocking carriage. „If only we'd known.“ Men maimed or killed, others left tormented by memories. Was this what the women had feared? He sighed and put the snapshot back in his wallet. Out of sight, out of mind. That's how it worked. Not entirely though, there were some things he found easy to remember.

Joe blinked and the past went away. He was left staring into the darkness that hid the land of his birth. The hot, steamy sugarcane belt of Zululand was just out there. He wants to open the window and breathe it in but he was too cold. „Welcome home.“ he mocked his reflection. „Welcome back to all those things you went to war to save.“ Joe sneered at himself. „Bullshit!“ he thought. He´d gone to war for excitement. He´d gone because the reality of his life hit him squarely between the eyes and frightened the shit out of him. Twenty-six, married, a father, and a farm around his neck. Joe had gone to war to experience life before it passed him by. If the war hadn´t come along, he´d have lived his life out in plodding monotony. But the war had come along and Joe seized the opportunity, telling himself it was for king and country. It was for king all right. Joe King.

October 1939 – Joe had been among the first to sign up. Too impatient to wait for South Africa, Joe had used his parent´s country of birth and his own British passport to join the Royal Air Force. He could still see Claire, in tears, holding their son´s hand as the ship cast off, turning slowly towards Durban Bluff and its deepwater channel to the Indian Ocean. Michael was only three years old. The sight had left Joe unmoved.

Watching Claire grow smaller as the ship pulled away came as something of a relief. He still loved her but she represented everything about his life that tied him down.

„What will it be like now?“ Joe wondered. „It´s been five years. I´ve changed. Will she have changed? Will I love her? Can I do this? Do I want to?“ He wondered if his son would be as demanding. Michael would be nearly eight. „Christ! I have an eight-year-old son I don´t know and a wife I can barely remember. We´re strangers.“

He had been twenty-six and he was never going to die. Joe had been flying his own aeroplane for several years, a fact which the Royal Air Force put to good use. They threw him at the Germans time and time again. Desperate dogfights over the English Channel, raids over Berlin, moonless nights flying parachute drops over France.

Joe was having the time of his life. The beer, once he got used to it, was good. The men, living as they did with death riding their shoulders, were a wild and reckless crowd. Joe forgot Claire, forgot his son, forgot his farm, even forgot his country. He was having fun, lived with gut-churning exhilaration and bowelliquefying fear, with bravado a constant companion and with dark and terrifying nightmares. Not that he'd admit them. He was Joe King, he was tough and he was going to live forever.

Until he was shot down over France and nearly burned to death in the cockpit of his plane. Only the actions of two brave peasant farmers got him out alive but not before both legs were badly burned. His relief at being saved had been shortlived. Before he could be carried from the wreck, he had been captured. His uniform saved his life, the Frenchmen had not been so lucky – shot as they stood with hands in the air.

Joe shook his head but the past stayed with him. It was there in his reflection, in the thin face and haunted eyes, in the tight mouth and hunched shoulders. „Bastards!“ Joe hated the Germans. Not for their arrogance and cruelty. But because they'd taken a young man and turned him into an old one. His once jet-black hair was flecked with grey. His once strong body was wasted and aching.

For as long as he lived, Joe would never forget his capture and three years of hell. His first impression of the camp would remain with him forever. It had been winter. The ground was churned up and frozen solid. Three separate fences of barbed wire ran around the perimeter. Inside,

the forty-acre camp was segmented with more barbed wire, with trenched running parallel.

Wooden huts, or converted barns, housed the prisoners. Each building accommodated around 200 men. They slept on planks of wood covered with a thin layer of straw. They were jammed in like sardines with no thought for comfort or privacy. No blankets were provided, no lights and no heating. The prisoners huddled together, human contact their one source of warmth.

Camp food was so terrible that the men quickly lost condition. Bread and coffee in the morning, thin soup at midday made with chickpeas, lentils or vermicelli, and the same soup in the evening.

The fittest, usually those newly arrived, were put to work building roads in the area. Once their undernourished condition took its toll, they were given lighter tasks – cleaning huts, emptying latrines, burying the dead and various other jobs necessary to keep the camp running. Despite his burns, Joe was expected to carry out the heavier road-building work. His legs eventually healed, leaving them badly, scarred. And they ached, oh God how they ached, in the cold of winter. But at least he was alive.

The dead were buried naked. No new clothes were ever issued and the men had to find replacements where they could. Joe quickly swallowed his disgust at wearing dead men's shoes as his second winter in the camp bit deep and the cold split his feet raw open.

Worst of all were the rollcalls. Four times a day, in all weather, the men assembled for anything up to an hour. They were expected to stand completely still, any fidgeting being punished by a swift and ruthless blow from a rifle butt. Despite the rigid routine of rollcall, security was surprisingly lax. Joe quickly realised that his best chance of escaping was from the road-building gangs who worked outside the camp. The

Germans were undermanned. Road gangs usually numbered around 400 men and they were never controlled by more than eight guards. When one of the prisoners announces he was going, the others tried to create a diversion. The Germans were fairly relaxed about it. Many tried to escape. As far as Joe knew, only had succeeded. The trouble was the arid terrain. There was simply nowhere to hide.

Joe had seen one man, desperate to get away, break into a run when the guard told him to stop. He was shot in the back. The Germans left him there, a gruesome reminder to others. Those caught trying to escape were punished by two week's isolation, on a diet of bread and water. If conditions in the camp were unbearable, the cramped outdoor lock-up was worse. At least in the company of others, Joe knew he was not alone. However, the prospect of solitary confinement never prevented him from trying to get away. And he'd tried, God how he'd tried. [62]

## **IX.2. Appendix II – Source text 2**

Česká technická norma

Projektování místních komunikací

4 Zásady dopravního a dopravně technického řešení

4.1 Všeobecné zásady řešení místních komunikací

4.1.1 Účelem projektování místních komunikací je zajištění co největší bezpečnosti všech účastníků dopravy v obcích, zejména chodců a cyklistů a vytvoření takových podmínek, aby prostor místní komunikace funkčních skupin B, C, D plnil v obci ve vzájemné rovnováze jak funkci dopravní, tak obslužnou a přiměřeně i pobytovou a společenskou v závislosti na významu té které komunikace a v závislosti na prostoru obce, kterým komunikace prochází. Pro plnění těchto funkcí místních komunikací se uplatňují principy zklidňování dopravy na místních komunikacích jak funkční skupiny B, tak zejména C ve smyslu zvláštních předpisů.

Základním nástrojem zklidňování dopravy na obslužných komunikacích je snižování dovolené rychlosti na 30 km/h, tj. navrhování zón s omezenou rychlostí. Tato opatření na současné komunikační síti mohou být jen organizačního charakteru, ale mají být podpořena stavebními opatřeními. Na novostavbách nebo rekonstrukcích musí sledovanému záměru odpovídat jak návrh stavby, tak navrhované stavební úpravy.

Místní komunikace funkční skupiny A plní především funkci dopravní.

4.1.2 Funkční skupiny, typy příčného uspořádání místních komunikací v obcích a jejich návrhové prvky mají odpovídat potřebám dopravní obsluhy v obci, intenzitě silniční dopravy vnější, vnitřní, zdrojové, cílové i průjezdní.

4.1.3 V zastavěném území obci nebo v území zastavitelném se navrhnou místní komunikace s pruhy/pásky pro chodce a/nebo cyklisty oddělenými od hlavního dopravního prostoru buď zvýšeným obrubníkem a/nebo dílčím pásem. Pruhy pro cyklisty se mohou také navrhovat v hlavním dopravním prostoru. V případě potřeby mohou být komunikace pro chodce a/nebo cyklisty vedeny i v trase nezávislé směrově i výškově na trase komunikace pro motorová vozidla.

V pěších a obytných zónách se navrhuje řešení povrchu zpravidla v jedné úrovni s vhodným optickým vyjádřením funkcí jednotlivých ploch a v případě potřeby i hmatovým oddělením podle zvláštních předpisů. Bez zvýšených chodníků včetně povrchového odvodnění se mohou navrhovat místní komunikace v okrajových částech obcí, v malých obcích, v částech obcí neurčených k zastavění (ve volné krajině) i s přípuštěním smíšeného provozu chodců a vozidel podle zvláštních předpisů.

4.1.4 Průjezdni úseky silnic obcemi jsou zpravidla součástí silniční sítě a též hlavními komunikacemi v obcích. V návrhu průjezdních úseků silnic musí být v rovnováze podmínky jednotlivých druhů dopravy (chodců, cyklistů, veřejně hromadné, individuální automobilové, dynamické, statické). Rovnováha podmínek znamená přerozdělování dopravních ploch v zájmu bezpečnosti všech druhů dopravy, zejména chodců a cyklistů, v zájmu preference veřejné dopravy a také v zájmu dopravy statické. Uspořádání dopravního prostoru má být takové, aby řidiče psychologickou motivací a stavebními opatřeními vedlo k chování z hlediska bezpečnosti žádoucímu, zejména k volbě přiměřené rychlosti (nanejvýš rychlosti dovolené) podle zvláštních předpisů.

4.1.5 Šířky jízdních pruhů též komunikace v území nezastavěném a v území zastavěném nejsou v přímé souvislosti a nemusí být stejné. To se netýká průjezdních úseků dálnic a rychlostních silnic, pokud v odůvodněných případech musí procházet územím obce. Ty mají

zachovat svou volnou šířku jako ve volné krajině. Naopak šířky jízdních pruhů na průjezdním úseku silnice mají být zpravidla menší než v území nezastavěném. To vyplývá z rozdílných jízdních a dovolených rychlostí a odlišného funkčního využití. Pro nižší rychlosti v území zastavěném dostačuje menší šířka a v hlavním dopravním prostoru je potřebné získat prostor pro další funkce. Obvykle se jedná o přechod z šířky jízdního pruhu 3,50 m a v území nezastavěném na šířku 3,00 nebo 3,25 m v území zastavěném a dále o redukci šířky odvodňovacího proužku z 0,50 m na 0,25 m podle způsobu odvodnění (v odůvodněných případech při vyřešení odvodnění). Změna šířkového uspořádání mezi územím nezastavěným a zastavěným může být navržena i asymetricky.

4.1.6 Změna šířkového uspořádání místní komunikace (změna typu příčného uspořádání) se provádí obvykle v prostoru křižovatky. Použití přidatných pruhů se za změnu nepovažuje.

4.1.7 Projektování místních komunikací nebo jejich jednotlivých úseků musí být koordinováno s plánovanou urbanizací území a musí zajistit vazbu na navazující síť pozemních komunikací. Návrh má vycházet ze zásad dopravní politiky státu, kraje, obce (města) a územního plánu.

Návrh sítě místních komunikací má uplatňovat principy zklidňování dopravy přiměřené na komunikacích funkční skupiny B a zásadně na komunikacích funkční skupiny C. Podle funkce a dopravního významu komunikací a podle intenzit má sledovat buď zásady bezpečného oddělování jednotlivých druhů dopravy, nebo zásady zklidňování dopravy a smíšeného provozu podle zvláštních předpisů.

Zásady bezpečného oddělování jednotlivých druhů dopravy mají vycházet z těchto principů:

- a) oddělování motorové dopravy od provozu chodců a cyklistů

b) oddělování dopravy hromadné od individuální

c) oddělování průjezdné dopravy od dopravy vnitřní, zdrojové a cílové

4.1.8 Projektování místních komunikací musí přihlídnout i k jiným funkcím komunikací a respektovat nároky na ochranu životního prostředí, zemědělské a lesní půdy, kulturních památek a přírody. Při návrhu komunikačních systémů zón s převahou obytné funkce se doporučuje užití takových principů, které vyloučí nebo co nejvíce omezí nežádoucí průjezdy.

Řešení místních komunikací v památkových rezervacích, v historických jádrech obcí a v památkových ochranných pásmech má respektovat historickou půdorysnou kompozici a další požadavky z hlediska zájmů státní památkové péče a přiměřenými pokrýt nároky jednotlivých druhů doprav.

4.1.9 Při návrhu místní komunikace se vychází z její dopravní funkce a z výhledových intenzit dopravních proudů dotčené komunikace a všech křižujících komunikací.

Po navržení typu příčného uspořádání a vyřešení typů křižovatek podle ČSN 73 6102 se posoudí výkonnost křižovatek a mezikřižovatkových úseků pro výhledové období. Na základě posouzení se stanoví územní rezervy.

4.1.10 Při řešení místních komunikací čtyř a vícepruhových s mimoúrovňovými křižovatkami a kříženími v zastavěném území je třeba citlivě vyřešit vedení těchto komunikací vhodným začleněním do prostředí obce (města) a vhodnou volbou typu křižovatky s malým nárokem na prostor, aby se komunikace nestala nepřirozeným předělem v prostředí obce a neměnila funkci jeho větších celků.

4.1.11 Místní komunikace se navrhují tak, aby se mohly využít jako příjezdové komunikace a nástupní plochy pro vozidla hasičských záchranných sborů podle ČSN 73 0802 a navazujících norem o požární bezpečnosti staveb. Šířka prostoru místní komunikace musí být větší nebo rovna 3,50 m, šířka mezi obrubami musí být větší nebo rovna 3,00 m, šířka jednopruhového jízdního pásu (zpevněné části komunikace) musí být větší nebo rovna 2,50 m. Uspořádání místních komunikací má být dále řešeno tak, aby při rekonstrukcích (uzavírkách) komunikačních úseků bylo možné náhradní vedení dopravy.

POZNÁMKA Nejmenší šířka zpevněné části komunikace 2,50 m je přípustná podle typizační směrnice MV „Přístupové komunikace a nástupní plochy pro požární účely“ pro příjezdy k jednobytovým rodinným domkům, rekreačním stavbám a ubytovacím zařízením s kapacitou nejvíce 15 osob.

## 4.2 Bezpečnost

Zajištění co nejvyšší bezpečnosti provozu na všech komunikacích v obcích je jedním z hlavních principů, které tato norma sleduje. K zajištění bezpečnosti všech účastníků provozu slouží aplikace opatření, která tato norma obsahuje. Zejména se jedná o bezpečnost chodců, cyklistů a osob s omezenou schopností pohybu a orientace. Principy bezpečnosti provozu musí také obsahovat každý urbanistický návrh.

4.2.1 V zájmu bezpečnosti sleduje norma uplatnění takových opatření, která co nejvíce omezí možnost pohybu motorových vozidel rychlosti vyšší, než je rychlost dovolená. Při projektování místních komunikací (novostaveb i rekonstrukcí) musí být tato opatření v nejvyšší možné míře aplikována. Na rychlostních komunikacích, kde je rychlost v obci podle zvláštního předpisu omezena na 80 km/h se vyjádří jiný režim jízdy především omezením šířky jízdních pruhů na nejvíce 3,50 m.

V odůvodněných případech lze i na rychlostních komunikacích snížit návrhovou a/nebo dovolenou rychlost pod 80 km/h.

4.2.2 Bezpečnostní principy návrhu místních komunikací musí sledovat a respektovat zejména:

a) srozumitelné a přehledné stavební uspořádání, jednoznačnou organizaci dopravy

b) uspořádání bezbariérové s ohledem na potřeby osob s omezenou schopností pohybu a orientace podle zvláštního předpisu

c) ochranu chodců zejména v prostoru křižovatek, přechodů pro chodce a v místech křížení s cyklistickým pruhem/pásem/stezkou

d) ochranu cyklistů

e) zklidňování dopravy a v odůvodněných případech snižování rychlosti jízdy aplikací opatření podle zvláštních předpisů

f) aplikací opatření pro regulaci rychlosti jízdy na vjezdu do obce. Tato opatření řidiče upozorní na vjezd do obce a omezí možnost vjezdu rychlostí vyšší než 50 km/h

g) psychologickou jistotu uživatelů místních komunikací

h) volbu vhodného typu křižovatek, zejména uplatnění křižovatek okružních

i) fyzické směrové rozdělení komunikací vícepruhových i dvoupruhových v úsecích potenciálního nebezpečí čelního středu (křižovatky, oblouky, vysoká intenzita apod.)

j) správné provedení a umístění svislého a vodorovného dopravního značení včetně dopravních značek informativních směrových.

4.2.3 Při návrhu rekonstrukce místní komunikace (zejména úseků s vyšším počtem dopravních nehod) se vychází z provedeného rozboru

dopravní nehodovosti řešeného území v uplynulém období nejméně tří let a zjištěné závady (technické příčiny nehod) se návrhem odstraní.

#### 4.3 Ochrana životního prostředí

4.3.1 Ochranu před hlukem a ostatními škodlivými vlivy dopravy musí komplexně zajistit již urbanistické řešení obce (města) či zóny vhodným uspořádáním zástavby ve vztahu k dopravním zařízením a jen v nezbytných případech pomocí stavebních opatření podél komunikací. Tato ochrana musí být také součástí projektové dokumentace komunikací.

4.3.2 Návrh místních komunikací musí být ve shodě s příslušnými předpisy o ochraně životního prostředí.

#### 4.4 Životnost řešení komunikační sítě

4.4.1 Místní komunikace a jejich prostorové uspořádání se řeší v souladu s obdobím životnosti přilehlé zástavby obcí (asi 80 – 100 i více let podle charakteru zástavby), zvláště komunikace rychlostní a sběrné.

4.4.2 Etapové řešení místní komunikace musí být navrhováno s ohledem na konečné řešení, přičemž je třeba uvažovat s případnou výhledovou přestavbou rozšířením počtu jízdních pruhů nebo pásů, doplněním zastavovacích a parkovacích pruhů, zřízením parkovacích ploch, cyklistických pruhů a stezek, rozšířením chodníků, zelených pásů apod., popř. mimoúrovňovým řešením křižovatek, a to v rezervě stavebních ploch.

4.4.3 Etapové řešení místních komunikací má umožnit dostavbu do uspořádání vyhovujícího výhledovým intenzitám dopravních proudů v požadované dopravní kvalitě, a to zejména na obchvatech obcí a v jejich okrajových částech, nikoliv v centrálních částech. Řešení má odpovídat zásadám ochrany životního prostředí a být ekonomické investičně a provozovně. Životnost rekonstrukce z hlediska typu příčného

uspořádání se má uvažovat na dobu nejméně 30 let. Při návrhu provizorií na kratší období je třeba prokázat jejich ekonomickou efektivnost s přihlédnutím k předpokládané době trvání provizoria.

4.4.4 Na více než čtyřpruhové místní rychlostní komunikaci a na čtyř a vícepruhové směrově rozdělené komunikaci je účelná etapizace výstavby, když ekonomický rozbor neprokáže vhodnost výstavby komunikace v celém rozsahu. Posoudí se ve studii stavby.

Etapově budovaná místní komunikace, zejména při dostavbě v krátké době, se řeší jako stavební fáze výstavby celé komunikace. Zemní těleso, mostní objekty a křižovatky se budují v první etapě v rozsahu ekonomicky a technologicky zdůvodněném, obvykle zemní těleso pro celou komunikaci, mostní objekty v trase v plné šíři, křižovatkové větve provizorně v prostoru budoucího rozšíření komunikace apod. Etapová realizace tunelů se řeší podle ČSN 73 7507

4.4.5 Návrhové období místní komunikace se posuzuje na příslušnou výhledovou intenzitu špičkové hodiny stanovené přepočtem podle denního rozdělení intenzit. Celodenní intenzity se stanoví na základě dopravního modelu, nebo celostátních koeficientů růstu dopravy. Návrhové období se stanoví úměrně významu a rozsahu místní komunikace, vychází se při tom z dostupných podkladů o rozvoji území v obci a vývoji automobilové dopravy a zohlední se všechny známé rozvojové záměry a vývojové trendy na období cca 20 let po uvedení komunikace do provozu.

Potřeba dalších jízdních pruhů se uvažuje v období do 30 roků po uvedení komunikace do provozu.

4.4.6 Pro návrh vozovek je návrhové období pro netuhé vozovky a pro tuhé vozovky s nevyztuženými cementobetonovými vrstvami 25 let a

pro vozovky se spojitě vyztuženým cementobetonovým krytem 35 let. Vozovky se navrhují podle ČSN 73 6114.

4.4.7 Jestli v průběhu návrhového období se očekává vyšší intenzita dopravy, než je výhledová intenzita dopravy v posledním roce návrhového období, vypracuje se dopravní studie, která posoudí dopravní a ekonomické problémy případu a navrhne řešení. Vhodným řešením je připuštění sníženého stupně úrovně kvality dopravy v období s přechodně vyšší intenzitou. [63]