

Et oversettelsesvalg henger alltid sammen med vurderinger knyttet til det konkrete oversettelsesoppdraget (*translation brief*). Derfor følger her beskrivelsen av et tenkt oppdrag for oversettelse av nedenstående tekst, hentet fra nettstedet <https://national66.org/pages/route-66-history> (sist lastet ned 26.09.2023). Teksten er et utdrag av en artikkel om Route 66 fra National Historic Route 66 Federation.

Translation brief: Den norske teksten tenkes brukt som en norsk versjon av nettstedet myntet på de mange norske tilreisende som besøker Route 66 hvert år.

Route 66 History

[...]

While legislation for public highways first appeared in 1916, with revisions in 1921, it was not until Congress enacted an even more comprehensive version of the act in 1925 that the government executed its plan for national highway construction.

Officially, the numerical designation 66 was assigned to the Chicago-to-Los Angeles route in the summer of 1926. With that designation came its acknowledgment as one of the nation's principal east-west arteries.

From the outset, public road planners intended U.S. 66 to connect the main streets of rural and urban communities along its course for the most practical of reasons: most small towns had no prior access to a major national thoroughfare.

[...]

In his famous social commentary, *The Grapes of Wrath*, John Steinbeck proclaimed U. S. Highway 66 the "Mother Road." Steinbeck's classic 1939 novel, combined with the 1940 film recreation of the epic odyssey, served to immortalize Route 66 in the American consciousness. An estimated 210,000 people migrated to California to escape the despair of the Dust Bowl. Certainly in the minds of those who endured that particularly painful experience, and in the view of generations of children to whom they recounted their story, Route 66 symbolized the "road to opportunity."

[...]

Ironically, the public lobby for rapid mobility and improved highways that gained Route 66 its enormous popularity in earlier decades also signaled its demise beginning in the mid-1950's. Mass federal sponsorship for an interstate system of divided highways markedly increased with Dwight D. Eisenhower's second term in the 'White House. General Eisenhower had returned from Germany very impressed by the strategic value of Hitler's Autobahn. "During World War II," he recalled later, "I saw the superlative system of German national highways crossing that country and offering the possibility, often lacking in the United States, to drive with speed and safety at the same time."

The congressional response to the president's commitment was the passage of the Federal Aid Highway Act of 1956, which provided a comprehensive financial umbrella to underwrite the cost of the national interstate and defense highway system.

By 1970, nearly all segments of original Route 66 were bypassed by a modern four-lane highway.

In many respects, the physical remains of Route 66 mirror the evolution of highway development in the United States from a rudimentary hodge-podge of state and country roads to a federally subsidized complex of uniform, well-designed interstate expressways. Various alignments of the legendary road, many of which are still detectable, illustrate the evolution of road engineering from coexistence with the surrounding landscape to domination of it.

Route 66 symbolized the renewed spirit of optimism that pervaded the country after economic catastrophe and global war. Often called, “The Main Street of America”, it linked a remote and under-populated region with two vital 20th century cities – Chicago and Los Angeles.

The outdated, poorly maintained vestiges of U.S. Highway 66 completely succumbed to the interstate system in October 1984 when the final section of the original road was bypassed by Interstate 40 at Williams, Arizona.

Now that the highway has celebrated its 75th birthday, its contribution to the nation must be evaluated in the broader context of American social and cultural history. The appearance of U.S. Highway 66 on the American scene coincided with unparalleled economic strife and global instability, yet it hastened the most comprehensive westward movement and economic growth in United States history. Like the early, long-gone trails of the nineteenth century, Route 66 helped to spirit a second and perhaps more permanent mass relocation of Americans. [...]