During the American Revolution, New Jersey was home to many major battles that were pivotal to America's victory. Because of its frequent role in the Revolutionary War, New Jersey is now known as the "Crossroads of the Revolutionary War." There were a total of 296 conflicts throughout New Jersey, which were far more than any other state. The three most infamous battles include the Princeton, Trenton and Monmouth area battles.

Many of the battles were focused in the Eastern part of the state which is why our site's location is so great for a Revolutionary War Center. Accessing the site is also quite easy, as it is found right off Exit 9 of the New Jersey Turnpike as well as Route 18. With just a half hour drive either North or South of our site, you can be at any of the various Revolutionary War sites. Located 20 miles south is the Princeton Battlefield, where tourists could spend a whole day visiting all of the additional historical sites located in its vicinity. A 15 minute drive east of our site is where the Monmouth National State Park is located. This is where the American Soldiers won another key battle.

However, it is important to visit to leave from the Revolutionary War Center at the NJTA building will allow a school, family or small group expand their knowledge of both New Jersey and America's history.

The location of our site is in a perfect location because of its connectivity to the surrounding amenities that are pertinent for the average traveler. With the combination of our site's accessibility and the historical sites across New Jersey, our site would be ideal.

**Transportation**
- New Brunswick and Edison Train Stations - 3 miles away
- Various restaurants along Rt. 18
- Various restaurants along Rt. 1
- East Brunswick Hilton Hotel - 3 miles away
- Howard Johnson Inn - 1.25 miles away
- Walmart - 1 mile away
- Murphy Park - 1 mile away
- Gumer P. Boyd Park - 2 mile away
- Johnson County Park - 3.7 mile away
- Princeton Battlefield - 3.5 miles away
- Murphy Park – 1 mile away
- East Brunswick Zoning
  - North - Industrial / Manufacturing parks
  - North West = Single Family Residence (Turnpike runs through)
  - East - Major Landfill located to the East of our site
  - South - Mixed Use of Residential, Industrial and Commercial
  - West - All Residential
  - General Highway Commercial District
  - (Including lodging, retail and food)

**Schools**
- Highland Park High School – 3.5 miles away
- Lawrence Brook Elementary School – 1.6 mile away
- Yellow Brick Road Nursery School – 3 miles away
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**Widening of The New Jersey Turnpike**
- Plans have been developed for the Turnpike which we see as a possible threat to our site but essential for the expected growth that New Jersey will go through in the next 20 years and thereafter.
- New Jersey has the 8th Worst Traffic problem in the United States.
- Over the last 20 years, traffic has increased 56% in NJ/km/hr. averaged 2.7% per year.
- Widening proposal directed towards exit 6A through exit 9.
- Addition of outer lane for the North and South Bound lanes.

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**Ownership**
- NJTA are private owners of our site
- East Brunswick owns all surrounding land

**East Brunswick Demographics**
- Suburban hop: Of Middlesex county.
- Between the years 2000 and 2020, Middlesex County will increase in population by 176,500 people.
- In year 2000 the population of East Brunswick was 46,785.
- There was a sharp incline in 1951 due to the addition of Exit 9 on the Turnpike.
- Median income
  - Household: $54,200
  - Median price of home: $419,900

The Zoning and Demographic information allows someone not familiar with East Brunswick or Middlesex County to understand what makes them the places they are. We found that in order to understand a particular place, like the NJTA, you must understand what is on the exterior and who and what make up those places.
We can easily describe our site as “The asphalt island that is surrounded by a sea of highways.” Though there are many open vegetated areas, these areas pose two threats: the soil underneath is unfit for any major landscaping project as well as being too close to vehicular traffic. Our site has several shell shaped parking lots and plenty of pedestrian walkways leading to the former New Jersey Turnpike Authority Building. On all edges of the site there are entrances and exits to both Route 18 and the New Jersey Turnpike, which are great connections to many historical sites, lodging/restaurants as well as airports in New Jersey.

Even though our site is located in a dense area, a visitor may not even acknowledge it because of the separation around our site due to the major roadways. In addition to the visibility of roads, the view of the Towers (viewed north, on the opposite side of the toll plaza) cannot be missed.

One feature on our site that is also difficult not to miss is the F.C.C. tower located on the south facade of the building (see inset). We understand that this tower would be very difficult if not impossible to remove. This feature is certainly an eyesore and damages any aesthetic value.

Because of the site’s surroundings, noise is a major influence on the site’s experience as well as a threat to its beauty. As major corridors for commuters, Route 18 and the NJ Turnpike are major roadways that support a large volume of cars daily. The mass of vehicles creates a constant buzzing noise on all of the visitor parking lots. However, as you walk toward the building, the noise decreases. Interestingly, there are a couple of courtyards located at the entrances of the building which are relatively noise free. These courtyards offer great opportunities for usable, noise-free, comfortable spaces.

Being on the site is a unique experience. The site matches the urban feel of the region, its separation provides the feeling of escape from the city with still a convenient connection to it. A successful design would depend on addressing the noise and isolation issue caused by heavy vehicular traffic. For those traveling from afar, a Revolutionary War visitors’ center would be easy to get to if it were located here. The site would be a great launching paid to the Revolutionary war sites located throughout NJ.

Rutgers, The State University of New Jersey
Intermediate Landscape Architecture I - Fall 2007 Joseph Clomera, Anne Marie Kappus & Raymond Schobert
The Old New Jersey Turnpike Authority is surrounded mostly by impervious surfaces with some pervious surfaces intertwined. The image on the left shows the impervious surfaces in grey, the pervious surfaces in green and the NJTA in dark grey. The slope and hillshade maps located below and to the left represent where surface runoff (i.e., rain water, vehicle contaminants) may go and if they pose a threat to the local waterways.

The Digital Elevation Model (DEM) above shows the terrain that our site is on as well as the areas surrounding it. This information helps us to better understand where rain and contaminants from automobiles will drain to. Our site is located on a 7% slope which allows these liquids to travel.

The direction of the three black arrows shows where the water/contaminants may flow. These liquids will have a harder time entering the waterways because of the steep slope that borders them.

The map to the right shows the type of soil (Urban Land) that is located at our site as well as some surrounding sites. Urban soil is often composed of human-deposited material (i.e., municipal solid waste, construction debris and/or soil brought in from other areas). By adding ingredients such as these, predicting the behavior of the soil is very difficult. Along with having inorganic material added to the natural soil, Urban Soil is also highly compacted with little air and water when compared to natural soil. Urban soil can be a threat to a site because of the material that is found in the substratum (or C-Horizon). Structural supports may need to be added to reinforce the soil underneath.