U.S. 275

HISTORICAL/ARCHITECTURAL INTENSIVE-LEVEL SURVEY

POTTAWATTAMIE COUNTY, IOWA

COUNCIL BLUFFS VICINITY

STP-275-3(27)—2C-78

submitted to the

Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

under

DOT Contract No. 05469
Work Order #2

by
Jan Olive Nash, Principal Investigator
Tallgrass Historians L.C.
2460 South Riverside Dr.
Iowa City, IA 52246

March 2003

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ABSTRACT

This report presents the findings of an intensive level historical and architectural survey of a highway corridor, approximately 4.5 miles in length, plus wider intersections at six cross streets, along the southern edge of the City of Council Bluffs in Pottawattamie County. The road is locally known as West South Omaha Bridge Road but as a highway route it is also designated Iowa 92 and U.S. 275 (U.S. 275 hereafter). A total of 64 properties, some with multiple individual resources, along this corridor were evaluated for eligibility for the National Register of Historic Places. Of the 64 properties, 15 had at least one principal building that appeared to be 50 years of age or older, while the remaining 49 properties were modern or less than 50 years old. A number of these modern buildings are nearly 50 years old. Three (3) historic properties were determined eligible for the National Register of Historic Places:

78-01402 – KOIL radio station/transmitter tower site – NRHP Eligible

The KOIL building played a significant role in the evolution of a long-standing and important regional communication icon. In today's age of radio station consolidations and mega-media organizations, a portion of the KOIL story is told by each of its extant sites, from the early radio days atop Fairmont Hill, to the growth and expanded operations of the U.S. 275 (*aka* West South Omaha Bridge Road) site, to the million dollar Omaha facility built by Don Burden before his regulatory downfall. The station/transmitter facility at the U.S. 275 site is locally significant and eligible for the National Register of Historic Places under Criterion A; under Criterion C for its moderne architectural styling, a style favored by the communications industry in the 1930s, and as a property type (depending on what interior features are extant).

78-01442 — Council Bluffs Drive-in Theatre — NRHP Eligible

The Council Bluffs Drive-in Theatre is of local, and perhaps statewide, significance as an intact and operating example of the drive-in movie theaters that typified the post-war prosperity and baby boom, and the American driving public's passion for the automobile and related highway "strip" developments of the 1950s and 60s. The changes to the drive-in, one of the last operating in the state, reflect the evolution of drive-ins as a property type and do not detract from the historical importance of this 1950 facility. It is eligible for the National Register of Historic Places under Criterion A for its association with this history and under Criterion C as an excellent example of the property type.

78-01449 — cabin court, known as the Grove Motel/Lake Manawa Inn—NRHP Eligible

The extant cabin court, known as the Grove Motel/and now Lake Manawa Inn, is the last of its kind along this stretch of highway and represents the earliest commercial response to the need for overnight accommodations along the highway. Because its setting is still strongly evocative of this history, and because of the rarity of cabin courts as a property type in general, this property is locally significant and eligible for the National Register of Historic Places under both Criterion A and Criterion C.

CAVEAT:

A fourth property will become eligible in the next 18-24 months, assuming integrity remains good. The **Willows Motel (78-01433)** was constructed in 1955 according to local records. At the present time, this post WW II motel is not architecturally or historically significant enough to meet the National Register's Criteria Consideration G; however, simple, multiple unit, linear motels of this type are increasingly being abandoned, demolished, or converted to small apartments. The Willows is an excellent, intact, and working example of the last type of modern mom-and-pop roadside motels that pre-date the ubiquitous Interstate franchise motels that now dominate.

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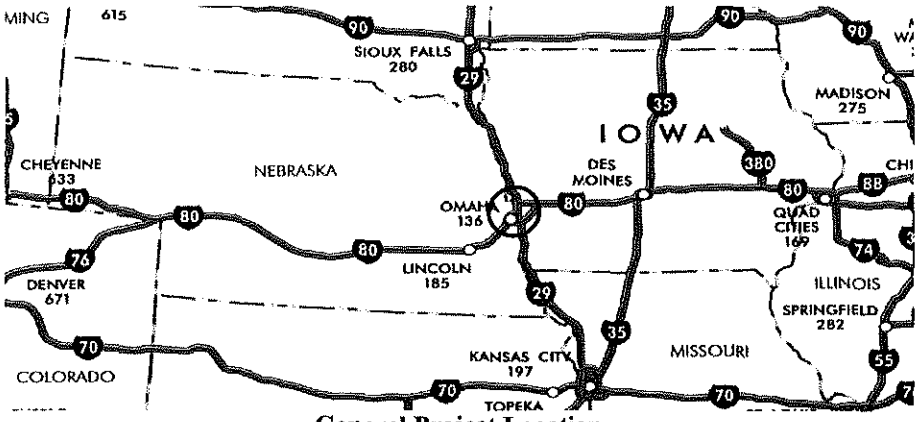
1. Introduction

This report presents the findings of an intensive level historical and architectural survey of a highway corridor, approximately 4.5 miles in length, plus wider intersections at six cross streets, along the southern edge of the City of Council Bluffs in Pottawattamie County.[1] The road is locally known as West South Omaha Bridge Road but as a highway route is also designated Iowa 92 and U.S. 275. For ease of discussion, the route will be referred to simply as U.S. 275 hereafter. The end points for this study are: on the west, the intersection of U.S. 275 and the Missouri River levee; and on the east, the southbound entrance ramp to I-29. Archaeological studies were not conducted by this firm.

A total of 64 properties, some with multiple individual resources, along this corridor were evaluated. Of the 64 properties, 15 had at least one principal building that appeared to be 50 years of age or older, while the remaining 49 properties were modern or less than 50 years old. The Pottawattamie County Assessor had specific dates for most of the buildings and this information was deemed probably accurate. The highway corridor, itself, is not of especially great age, having replaced in the twentieth century former local and county roads that followed different alignments.

2. Project Area

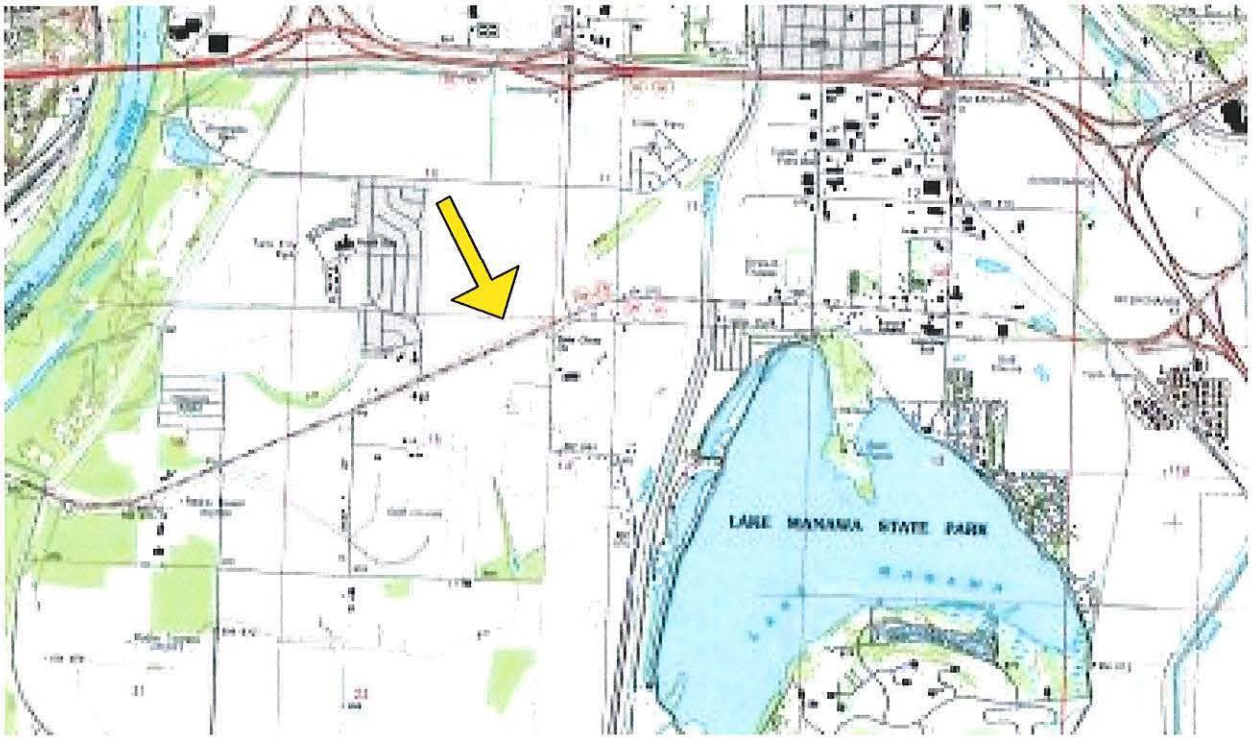
This project is located in southwestern Iowa (below), where the Missouri River is a powerful landscape feature along the state's western border. After the river itself and the crossing obstacle it presents to the traveler, the river's wide valley spreads out in a flat and sometimes soggy floodplain, with steep bluffs beyond to the east. The river has meandered for millennia within



General Project Location
(taken from Iowa Transportation Map *[roadmap], 1996)*

[1] An intensive level study involves archival research and field survey techniques that are detailed enough to permit an evaluation of the significance of each resource within the survey boundaries and a determination of the eligibility or ineligibility of each such resource for the National Register of Historic Places. See the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

this floodplain, changing its course numerous times. Periodic catastrophic floods have left wetlands and oxbow lakes up and down the river. The bluffs that rise to the east of the river create sweeping vistas and figure prominently in neighboring communities' histories. Council Bluffs, which takes its name from these distinctive landscape features, especially has significant local history associated with the bluffs.



U.S. 275 from the Missouri River levee to I-29. The route of I-80/I-29 runs along the top (north) edge of this image.
Topographic map courtesy USDA Natural Resources Conservation Service & MIT (obtained at http://ortho.gis.iastate.edu on 3/31/03)

U.S. 275 travels a mostly east-west trajectory, following a course to the south of and parallel to Interstate 80/29 (a much newer road). The majority of the city of Council Bluffs lies well to the north of U.S. 275. Historically, the U.S. 275 route passed through Lewis Township, though the corporate limits of Council Bluffs now encompass the route. Much of the extant development adjacent to U.S. 275 is commercial in nature and built since the mid-twentieth century. The north-south road designated IA 192 (*aka* South Expressway and Piute St.) intersects U.S. 275 in the east half of the project corridor. Historically, this street connected the City of Council Bluffs to the north with the recreation and resort area that grew around the north shore of Lake Manawa.

Nearly all Iowa mainline railroads originally funneled through Council Bluffs in order to cross the Missouri. Within the project corridor, there is currently a single rail line, the B.N.S.F. R.R., which crosses U.S. 275 at the project's east edge. The tamed and straightened course of Indian Creek intersects U.S. 275 at about the project corridor's mid-point.

Headed west, U.S. 275 crosses the Missouri River and enters South Omaha, Nebraska, on a grand, multiple span bridge that opened in 1936. This highway undoubtedly carried most of the cross country travel in this area before the early 1960s. After that decade, completion of the federal interstate system relieved many of the states' primary highways of their long distance travelers. Interstate 29 construction also caused a re-routing of U.S. 275 over a new jog to the north and the abandonment of a concrete bridge on the old route, now called "East South Omaha Bridge Road" (not within the present study area). [2]

3. Methodology

Field work for the survey was conducted on September 30, 2002, by Jan Olive Nash, and from October 14 through the 18th, 2002, by Tallgrass personnel Marie Neubauer and Norman Erickson. Properties along the highway corridor were inspected, details were recorded, and black-and-white survey photographs were taken. Local research was performed by Nash and Leah D. Rogers at the Council Bluffs public library, the city planning and engineering offices, and, later, online at the Pottawattamie County Assessor's web site. Additional research was conducted at the State Historical Society of Iowa (Iowa City), the Main Library of the University of Iowa, and the Iowa Geological Survey.

Properties were documented with Iowa Site Inventory forms in accordance with State Historical Society of Iowa procedures, and evaluated for significance under the guidelines articulated in National Register of Historic Places bulletins. Survey photographs were printed in-house. Evaluations and the overall report were written by Jan Olive Nash, Historian/Architectural Historian and Principal Investigator.

4. Historical Overview

The Impact of the Missouri River

The Missouri River sits along side the city of Council Bluffs, a little like an elephant in the front yard—hard to miss and impossible to ignore. To live along side a landscape feature such as this, with river banks that that average only 20 feet above the water's normal stage, humans either adapted to repeated floods and channel changes or they left and moved to higher ground.[3] Between 1804 and the late 1800s, largely because of natural climatic conditions, the Missouri River north of the Platte River (about 10 miles south of the project), changed from a single meandering channel to

[2] What appears to be a motel at the east end of this abandoned bridge attests to the dramatic alteration of conditions for local residents brought about by the opening of the new interstate. This bridge and motel are now in a remote, dead-end location, even though traffic on the interstates is heavy, clearly visible and audible, and quite nearby as the crow flies. For more information on the abandoned bridge, see Jan Olive Nash, "I-29 & I-80 Historical/Architectural Reconnaissance Survey: Council Bluffs, Iowa & Omaha, Nebraska (unpubl. report prepared for the Iowa Department of Transportation, 2003).

[3] J.A. Udden, "Geology of Pottawattamie County," in *Iowa Geological Survey Administrative Reports*, Vol. XI, Samuel Calvin and A.G. Leonard, editors (Des Moines, 1901), 203.

a straighter, but braided, multi-channeled river.[4] Frequent floods pushed high waters through new routes and around hillocks and higher grounds. Prior to 1930 when the first major flood control efforts started, the Missouri was a "continually changing natural feature...continually adjust[ing] channel width, depth, and length in an attempt to balance the factors that controlled the channel geometry."[5]

In Pottawattamie County, major floods between 1804 and 1870 also cut off meander loops of the river to create oxbow lakes and further straighten the river's course. Carter Lake was created sometime between 1856 and 1879;[6] Old Boyer Lake Bed was created between 1867 and 1879; Old Honey Creek Lake before 1879 and perhaps as early as 1852; and Hills Lake, which was created between 1804 and 1856.[7] Lake Manawa, just south of nineteenth-century Council Bluffs, was formed in "the great flood of 1881" which was arguably "the most severe flood on record" for the Missouri River.[8] More moderate rainfalls and climatic conditions for the next few decades left the Missouri relatively unchanged, a semi-braided river. This however, also meant all those islands and water crossings to contend with. From a settler-farmer's or town builder's perspective, a river with many braided channels resulted in many islands with fertile but inaccessible land, as well as the need for many bridges. Meander cutoffs meant lakes for fishing and recreation, but also shallower marshlands and ancient scars that filled and emptied with the rise and fall of the water table. The Missouri's floods meant fertile, but sometimes difficult land to farm, settle, and travel through. Many of these local problems were solved by a series of stabilization and channel projects mandated by Congress. Completed between 1923 and 1976, these projects left the Missouri River with a "narrow, single, smooth channel, with a series of gentle bends, [and] a well stabilized bank."[9] In Iowa, about 55 square miles of water channel was eliminated, drying up 30,000 to 35,000 acres of land for other uses.[10]

Resorts and Recreations

The 1881 floods that created Lake Manawa occurred in April and were caused by ice jams and the heavy winter snows melting farther upriver. Water rose rapidly in two stages, reaching a maximum flood level of 23 feet over normal water levels.[11] People stood on the bluffs east of town to observe the flood and watch the river cut "a new channel across the neck of the hairpin loop" that the Missouri followed south of Council Bluffs. Initially called "Cutoff Lake," the new body of water was largely ignored for the first few years, except as a place to fish and hunt. Apparently, local residents thought it was only a temporary body of water that would dry up, fill in, or otherwise shortly disappear.[12] Within a few years, however, activity around the new body of water increased.

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[4] George R. Hallberg, Jayne M. Harbaugh, and Patricia M. Witinok, *Missouri River in Iowa, 1879-1976* (Iowa City: Iowa Geological Survey, 1979), executive summary. .
[5] Ibid., 7.
[6] Local sources say a flood in 1877 created Carter Lake. Frank W. Smetana, *A History of Lake Manawa 1881-1981* (Council Bluffs Chamber of Commerce, 1981), 20.
[7] Hallberg, etal., 10.
[8] Ibid., 10, 13.
[9] Ibid., executive summary.
[10] Ibid.
[11] Smetana, 19.
[12] Smetana, 21.

Land that might have been owned initially for farming purposes was now changing to recreational uses. Owners of 160 acres along the northeast shores—sisters, Mrs. James S. Chrisman and Mrs. George W. Robards, who had inherited the land from their father, James Beauchamp—sold their land to Hattie A. Hay in 1887. The Beauchamp acres were subdivided into lots, with dedicated streets and alleys, and a public sale was held in May, 1887. The land was called Manawa Park.[13]

On the southern shores of the lake, property owner Thomas Officer sold his land to the Omaha, Council Bluffs, Suburban Ry. Co.[14] Historic maps locate "Manhattan Beach" on the southern shores of the lake, but the railway's land ownership does not include the lake shoreline. This company also bought parcels on the north shore of the lake, on either side of Manawa Park.[15] Images from the business section of the 1891 Council Bluffs city directory depict passenger rail cars marked "Lake Manawa Motor" bringing throngs of water enthusiasts to a hustling lake and shoreline. A large building—Hotel Manawa—is shown in several images of the 1891 directory, as are rowboats, sailboats, and excursion steamers on the lake itself. Other shoreline features include a long, low building marked "bathing rooms" and another marked "Manawa Restaurant." Just the hint of homes or summer cottages beyond the hotel is suggested in one of these images. In 1898, a streetcar left downtown Omaha every 30 minutes, bound for Lake Manawa.[16] As had happened in other cities across the state, the local streetcar companies had actively developed and promoted a recreational or resort destination.[17]

Popularity of Lake Manawa as a resort or recreation area was widespread. On the one hand, the "four steamers and a dozen yachts" that "plied upon its waters" likely made the waters available to picnickers and day trippers for the price of a cheap ticket.[18] The better off could belong to one of the "Council Bluffs and Omaha boating associations," such as the Council Bluffs Rowing Association, formed by "a group of socialites" in 1887.[19] By contrast, others recreated around the lake in distinctly less socially acceptable ways. The southwestern portion of lake had remained within the jurisdiction of Sarpy County, Nebraska, for many years after the 1881 flood, and conflicting local alcohol ordinances between the Iowa and Nebraska jurisdictions led to some interesting methods of evasion (or at least some colorful local lore of such evasions). Iowa law forbade intoxicants in the park and regulated the saloons just outside the park. Apparently, neither ordinance was ever

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[13] A town plat for a village of Manawa was filed in 1898 by Col. F. Reed, owner of the Lake Manawa Railway; however it was dissolved a few years later. *Greetings from Council Bluffs* (Council Bluffs: The Daily Nonpareil, 2002), 40.

[14] R.V. Innes, *Atlas of Pottawattamie County, Iowa* (1900).

[15] The Kansas City, St. Joseph & Council Bluffs Railroad, which had laid its southbound tracks along the east shore of the Missouri River by 1875, well before the flood (perhaps to pick up or drop off river traffic?) now found itself next to a landlocked oxbow lake. Worse, relocating tracks to dryer grades to the east was necessary several times after the 1881 flood. These tracks are now operated by the B.N.S.F. R.R.

[16] N.A, *The City of Council Bluffs...Pottawattamie County, Iowa and the Trans-Mississippi and International Exposition* (John C. Small, 1898). Collection of the Council Bluffs Public Library.

[17] Smetana, n.p. Since the mid nineteenth century, commercial parks with rides and a variety of features like roller rinks and ball diamonds had been popular in the larger cities where streetcar companies often promoted and even sponsored the construction of "trolley Parks" (Gary Kyriazi, *The Great American Amusement Parks* [Secaucas, N.J.: Citadel Press, 1976], 99.) See for example, Waterloo's Electric Park and Boone's Nic-O-Let Park. The Lake Manawa park included a roller coaster, merry-go-round, midway, and carnival (*Greetings from Council Bluffs*, 40).

[18] *Council Bluffs Illustrated,* (n.d. but ca. 1889), 30. Located in "Steamboats" clippings scrapbook, Council Bluffs Public Library.

[19] Ibid. See also the text of a 1930s *Nonpareil* article published online at www.rootsweb.com/~iapottaw/ManawaFlood.htm; accessed on October 15, 2002).

completely successful for when Pottawattamie County officials raided an establishment, the prohibited alcohol was simply loaded onto a barge and towed by a lake steamer over the Nebraska side of the lake.[20]

After World War I, the streetcar company "lost interest" in the Lake Manawa venture. Then under various managers, the area's reputation declined and eventually the park closed during the Great Depression.[21] Also by the 1930s, the lake had seriously silted in and a drought in 1934 left the lake bed nearly dry. Alarmed, a coalition of local groups formed and persuaded the State Conservation Commission to dredge and restore Lake Manawa and make it a state park.[22] Today, the state park includes the shoreline along the east and west sides of the lake, a large area between the south shore and the Missouri River, and the peninsula of land that juts into the lake from the north shore. Swimming, camping, boating, trail hiking, and picnic shelters are all available and still serve to draw vacationers from both Council Bluffs and Omaha.[23] Restoration and conversion of the lake from a private commercial operation to a public park ensured its continued popularity throughout the long period of rising automobile ownership in the twentieth century. Post World War II prosperity meant more dollars and leisure time to a growing middle class that enjoyed hitting the road for vacations and weekend outings. The city of Council Bluffs provided a resident population for nearby recreation venues; the 1936 South Omaha Bridge guaranteed that the familiar Lake Manawa vicinity would remain on the entertainment map for Omaha residents.

Good roads, ample leisure time, and the resort tradition of the Lake Manawa region soon prompted the establishment of new businesses along U.S. 275. Cross country travelers, including vacationers and truck traffic with business at the South Omaha stock yards just across the Missouri, encouraged the construction of roadside accommodations, like cafes and motels, at likely locations. According to one noted historian, motels are the "ubiquitous example of the drive-in culture" of the twentieth century.[24] While nineteenth century towns and cities had centrally located hotels near the railroad depot, in the next century this lodging facility shifted to the outskirts of town where enough land was available for both new buildings and new parking lots. While the first automobile travelers in the 1910s and 20s often simply pulled over and camped alongside the road, local entrepreneurs and municipalities began to provide more formal camping facilities. These grew to cabin courts, popular in the 1920s, 30s and early 40s. Strictly local designs for cabin court units, as well as standardized designs like the Wigwam Village motel chain on the West Coast, dotted the roadside. But cabin camps or courts also developed a seamier reputation. Roadside bars and "Mr. and Mrs. Smith" motels were sometimes hard to discern from family cabin courts. Road guides and automobile associations guided conservative motorists to clean and "approved" wayside accommodations, while warning the uninformed traveler to avoid the "disreputable roadhouse."[25] In 1951, one traveler was "so angered by the shabby lodgings he encountered on a family vacation" that he started a motel chain and named it after the 1942 Bing Crosby film, *Holiday Inn*.[26] Kemmons Wilson's vision for roadside lodging was simple, cleanliness plus comfort and predictability. "There

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[20] Smetana, 20.
[21] Ibid., n.p.
[22] *Nonpareil*, 1930s (online article accessed 10/15/2003).
[23] Iowa DNR Website for Lake Manawa State Park, www.state.ia.us/dnr/organiza/ppd/manawa.htm; accessed on 10/15/2002.
[24] Kenneth T. Jackson, *Crabgrass Frontier* (New York: Oxford University Press, 1985), 253.
[25] John Margolies, *Home Away from Home* (Boston: Little, Brown and Company, 1995), 44.
[26] Kemmons Wilson obituary, *New York Times*, 2/14/2003.

would be air-conditioning, swimming pools, ice machines in the halls, dog kennels and baby cribs. Children would both stay and eat free. Travelers were to be comforted by the promise that the best surprise is no surprise..."[27] From one Holiday Inn motel in 1952, the chain grew to 100 by 1959 and 1700 by 1975. Holiday Inns across the country would set the standard for local "mom and pop" motels that wanted to compete for the motorists' trade.

Food was another roadside necessity for vacationers and travelers on routes such as U.S. 275. Restaurants and cafes, diners, drive-ins, and eventually the fast-food drive-throughs provided meals that evolved from home cooking writ large to exceptionally standardized food, served exceedingly fast. Historian Chester H. Liebs argued that the quick dining shops that line the nation's highways today actually had roots in the mid-nineteenth century with the "eat-and-run cuisine of the Civil War encampment, the legendary chuck wagon of the Old West, the station-restaurant where meals were hastily consumed during railroad stops, and the railroad dining car where food was prepared in postage-stamp-size kitchens."[28] When travelers hit the road on new highways in their automobiles in the 1920s, "tea rooms," run by local women, became popular as a socially acceptable alternative to the male domain of the roadside saloon.[29] As the numbers of traveling public grew, more and more refreshment stops run by *ad hoc* road side entrepreneurs popped up.[30] Reformers began to complain about the appearance of the highway landscape. In 1926, one commented that "hot dog stands, filling stations and billboards spring up like magic with no regard for the appearance of the roadside or its immediate vicinity...The new highway, designed to open up the beauty of the state, has become in itself a thing of ugliness."[31] The amateur background of most teashop owners and the growing roadside blight produced by ad hoc foods stands, foreshadowed "a new genre of way stations," the "moderately priced roadside eatery" that offered a menu acceptable for the entire family and served it in attractive and clean facilities.[32] Liebs offered Howard D. Johnson, the man who opened a string of wayside eating places along the Massachusetts coast in the late 1920s and early 30s, as the model for the new genre—the family restaurant chain.[33] From about 1930, then, to perhaps the late 1960s when the federal interstates emptied the states' primary highways of much of their cross-country travel, a slow but steady shift took place for roadside food stops and the bill of fare they offered—from local and idiosyncratic to national and corporate.

Fuel was the last essential wayside necessity and its sale and roadside availability reflects the evolution from local to national and corporate also. When automobiles first drove down city streets, curbside fuel was dispensed by existing shop owners, often the local hardware or general store owner. Automobile enthusiasts such as the Lincoln Highway Association assisted their members by scouting out and recommending routes that offered both fuel and service at convenient way points. As better roads developed and the number of cars increased, oil companies began to standardize both the design and territory of their rising numbers of corporate owned or franchised fuel stations.

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[27] Ibid.

[28] Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Baltimore: The Johns Hopkins University Press, 1985), 193.

[29] Ibid., 197.

[30] For example, the Reed/Niland corner outside Colo, Iowa, at the intersection of Lincoln and Jefferson highways, was built under such motives.

[31] Daniel Bluestone, "Roadside Blight and the Reform of commercial Architecture," in *Roadside America*, edited by Jan Jennings (Ames: Iowa State University Press, 1990), 172.

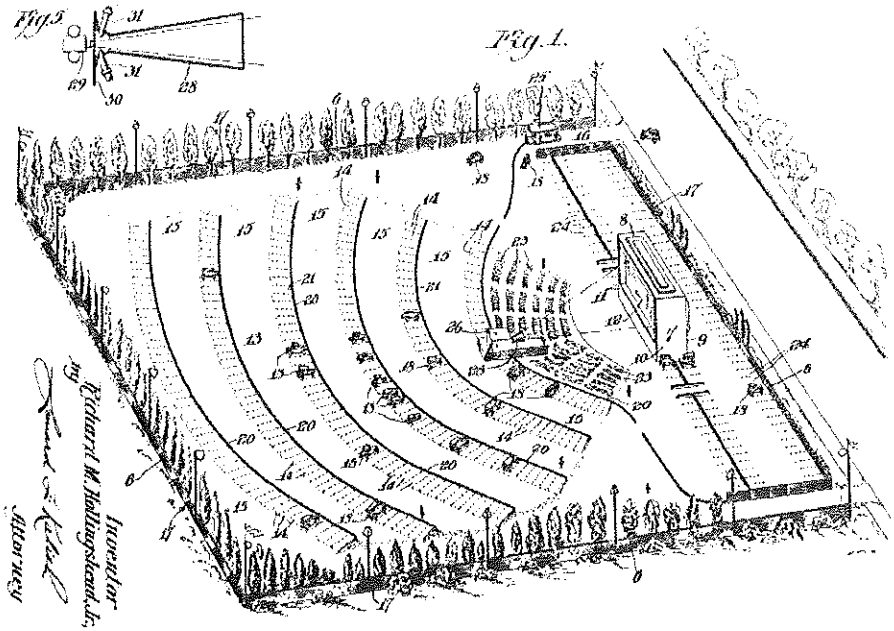
[32] Liebs, 199.

[33] Ibid., 199-200.

Quaint, domestic styled buildings in the 1920s and 30s evoked a comfortable, familiar appearance in an effort to entice motorists who may be strangers in town. Corporate styles also made it easier to identify a trusted brand. Initially, when service was required, either the local dealer or a handy blacksmith or independent garage was called upon for repairs. By the late 20s, though, fuel stations began to offer service as well, often in the open air, outside next to the building.[34] After about 1930, service bays were added to the existing, usually pint-sized stations.[35] More cars were on the road and more of them were aging and needed service in all seasons. After World War II, a prospering economy spurred oil companies to update their corporate image and prompted construction of new full-service stations in designs that evoked speed, reliability, and a modern society. Texaco's porcelain-enameled, metal-clad white box from 1950 sparkled with huge plate glass windows, while Mobil's winged Pegasus soared over a red, white and glass "drum" design. Sputnik's launch in the late 1950s and the Cold War race to the moon in the 60s inspired a new aesthetic for gas stations with winged canopies soaring over the pumps, while the introduction of self-serve gas pumps in 1947 in the Los Angeles area slowly but surely changed the industry organically.[36] The oil crisis of the 1970s, combined with new environmental controls, signaled the decline and inevitable demise of the local, mom-and-pop gas station. In their place came corporate superstations, both urban and along interstate exits, and the combination convenience store-fuel stations like Casey's that serve rural communities but substitute gallons of milk and loaves of bread for the wrenches of repairmen.

Beyond the necessities of food, fuel, and lodging, the automobile culture and abundant family leisure dollar of the mid-twentieth century also spawned popular automobile-related recreation venues. Dairy Queens offered soft-serve ice cream treats; "putt-putt" golf operations sprouted miniature courses of trendy hazards, tiny traps, and teeny houses; and the movie theatre moved out of downtown and out of doors. Drive-in theatres—Chester Liebs calls them "alfresco movie palaces"—were the brainchild of New Jersey manufacturer Richard M. Hollingshead, Jr. In 1933, Hollingshead succeeded in obtaining patent on all the main ingredients of the drive-in theater, and the first one opened that year in Camden, New Jersey.[37] A second drive-in opened in Los Angeles the following year. Litigation, the resistance of traditional movie theater owners, and technical glitches like the initial speakers, which were mounted on the screen rather than in the cars, and the traffic jams created by the lines of cars waiting to enter, meant slow growth for the industry until 1941. By the end of World War II, however, most of the difficulties had been worked out and the "concept of the drive-in theater basically was perfected about the same time the postwar boom got under way; whereas just a handful of the theaters had existed in 1946, more than 1700 screen towers loomed over the roadside landscape by 1950."[38] The baby boom demanded entertainment capable of being enjoyed by all members of the family, and theater owners added kiddie play areas and other attractions to keep the children busy. To keep the adults busy, shuffle board and similar activities were added, but often not needed. The privacy of the car's interior offered what some adults wanted most. "Many teenagers and adults had their own special reason for flocking to the drive-ins—a reason seldom acknowledged by the industry but much touted in the popular press—the chance to take a date to a dark and comfortable sanctuary, one that offered privacy without the

[34] See for example the Lincoln Highway gas station at the east edge of Lowden, Iowa.
[35] Liebs, 102.
[36] Michael Karl Witzel, *The American Gas Station* (Osceola, WI: MBI Publishing Company, 1992), 113.
[37] Liebs, 154.
[38] Ibid., 157.



"Perspective View of an Outdoor Theater"; U.S. patent number 1,909,537; Richard M. Hollingshead, Jr.; filed 6 August 1932; patented 16 May 1933. A car entered the driveway (#16), passed through a "collection booth" (#25), drove to an empty "stallway" (#18) on one of the radiating ramps (#14), to watch a movie on a screen framed by the "screen house" (#7) and projected from a "projection booth" (#26). Figure 5 (top left) is the funnel-shaped guard to keep the lens free of insect buildups. The trees at the perimeter shielded the theater from outside view.

Richard M. Hollingshead, Jr.'s 1933 patent for a drive-in theater

Source: Liebs, 154

social stigma of a lovers' lane, a perfect spot for imitating the romance on the screen."[39] The drive-in became for the 1950s and 60s generation, what the balcony of a darkened movie theater had been for their parents.

While much of a drive-in's design and site resembled a parking lot, the screen was something that could not be ignored by the neighborhood. Early operators might slap together a "screen tower…out of telephone poles and plywood, and a projection house laid up in cinderblocks."[40] Other operators hired theater architects, including the noted Rapp and Rapp from Chicago, to design their drive-in screens. Still others hired sign companies to erect the screens. Decoration on the back—highly visible to the passing highway traffic—ranged from gigantic advertisements to eye-catching panels "enlivened with flamboyant displays featuring mimetic or regional images" such as the neon cowgirl of Tucson's Rodeo Theater (1949) or San Diego's neon cheerleader at the Campus Drive-in (1948).

After peaking in popularity in 1958, drive-ins began a long, slow decline for many reasons.[41] Television, a lower birth rate and fewer children, a dulling of the luster of the drive-in experience, and the inevitable fact of inclement weather and seasonal operation in much of the country all

[39] Ibid., 158-159.
[40] Ibid., 160.
[41] The maximum number of drive-ins was reached in 1958, when there were 4,063 nationwide. "The Reel Thing, Drive-ins doing well but fewer are left," *Daily Nonpareil*, 7/3/1994. This reporter claimed there were 837 extant and operating drive-ins in 1994, most of them in southern California.

combined to reduce the profits of operators. Lack of maintenance and the aging of drive-in components, plus a switch of many operators to B movies or even X-rated films, accelerated the decline, especially by the 1970s. The single biggest reason for the decline of movie theaters in the last few decades, however, is that "spreading cities absorbed what were once the older approach strips of the 1930s, 40s, and 1950s" to town.[42] Increasing land values and zoning restrictions, converted the drive-in's best and highest use from recreation to suburban residential. "As a result, the drive-in has joined other traditional large recreational land uses at the city's edge—the small private airport, golf course, amusement park—as a prime candidate for subdivisions."[43] The drive-in screen towers that remain are, according to historian Liebs, a "symbol of mid-twentieth-century America's passion for the automobile."[44]

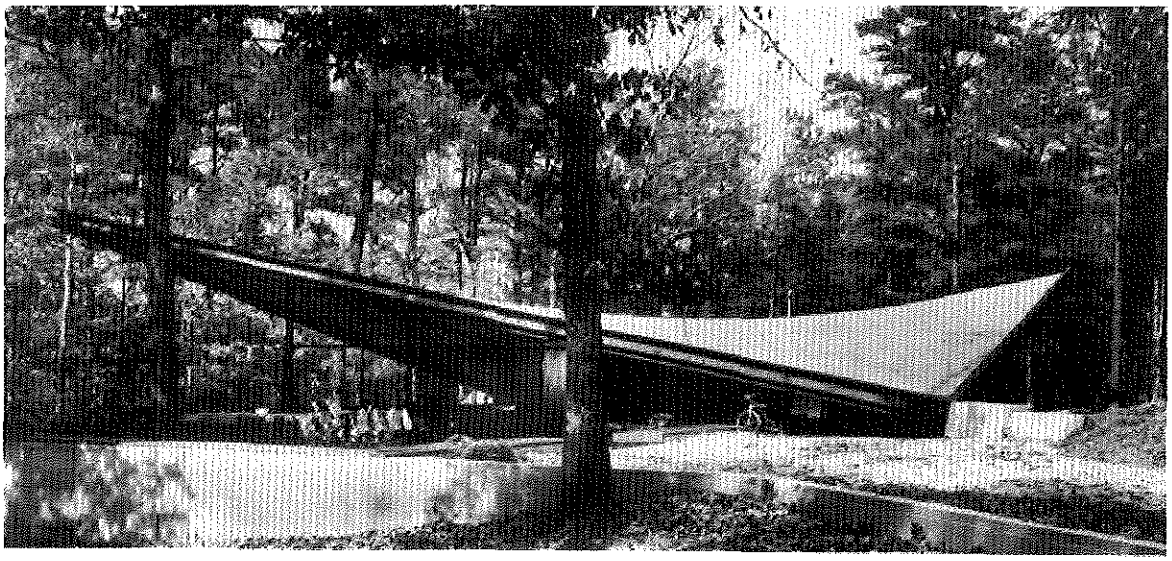
During their heyday in the 1950s, Iowa had nearly 70 drive-in theaters and Nebraska had more than 40.[45] At last count only three remain in operation in each state: Nebraska's are in Alliance (1994), Kearney (?), and Neligh (1952). Iowa's are located in Newton (1948), Maquoketa (1950), and in Council Bluffs, along U.S. 275. When the Council Bluffs Drive-in Theater's (78-01442) construction was announced in local papers in the fall of 1949, the Omaha developer, Tri-State Theater corporation boasted that its 900-car capacity would "dwarf Omaha's West Dodge drive-in theater" and, in fact, "it will top anything that has been attempted in the Midwest."[46] Opening night in July, 1950, featured a ribbon-cutting ceremony with the mayor's secretary and the city manager "pinch hitting" for the mayor and his daughter who arrived just minutes after the cars started pouring into the theater property.[47] The capacity crowd that night saw the movie, The Big Wheel, a "midget auto racing story starring Mickey Rooney."[48]

Though it actually opened with slightly fewer car-slots (500) on the 12-acre site than its Omaha competitor, the new drive-in did offer the latest in drive-in accommodations and features meant to attract a large family crowd for movie night. A playground "under the direction of a trained supervisor" was located "in front of the big screen so parents can watch their children from the family car." The playground featured rides, slides, and swings, and a free bottle-warmer was available for the babies. A refreshment building was located in the center of the car ramp area, which was covered by crushed rock. The screen was 56 by 56–feet and each car slot had access to an "in-car RCA speaker" with its own volume control device. A photograph published on opening night in the newspaper reveals the back of the screen tower had the gigantic words "DRIVE-IN Theatre." The screen was flanked by fencing, in front of which was a small, long building with windows. A long open canopy was positioned in front of the small building. A signboard marquee was atop the building, between two gabled roof dormers. This building, considerably larger than the current ticket office, may have held offices as well as served as ticket sales. Initially, some drive-ins had uniformed ticket agents who walked among the cars selling tickets, a remnant of the ushers of movie palace days and perhaps a technique for speeding the line up and reducing the traffic jams that had highway officials worried. Also, staff such as a "trained supervisor" for the

[42] Liebs, 166.
[43] Ibid., 167.
[44] Ibid.
[45] See *www.driveinmovie.com* accessed on 12/10/2002 and 3/25/2003.
[46] "To Construct New Drive-in Theater," *Nonpareil*, 11/11/ 1949.
[47] "New Drive-in Theater Here Opens to Capacity Crowd," *Nonpareil*, 7/15/1950.
[48] "New Drive-in Theater Will Hold Grand Opening Friday," *Nonpareil*, 7/13/1950.

children's playground may have necessitated more interior space than a later, streamlined movie operation that no longer catered to families. The extant screen and fencing do not appear to be the same as seen in the newspaper photograph, with extant screen appearing to be of lighter weight materials. In 1994, the then-operator was quoted in a newspaper article as saying "little has changed at the drive-in save the screen's surface, [which] has been transformed from shingle into metal to enhance the picture."[49]

Today the ticket box is sheltered under a metal canopy with an unusual design reminiscent of the space age aesthetics of the late 1950s or early 1960s. The geometric form—a hyperbolic paraboloid—was popular among post-war modern architects who experimented with shapes that went beyond the box. In 1954, Argentine-born architect Eduardo Catalano designed a residence (below) in Raleigh, North Carolina using the form. "In architecture, Catalano's hyperbolic paraboloid represents the mathematical optimum: the point where the trough of one curve is simultaneously the peak of another" and though it "seems unconventional, [the curve] is satisfying in part because it is mathematically perfect."[50]



Catalano House (1954)
Source: LeBlanc, 96

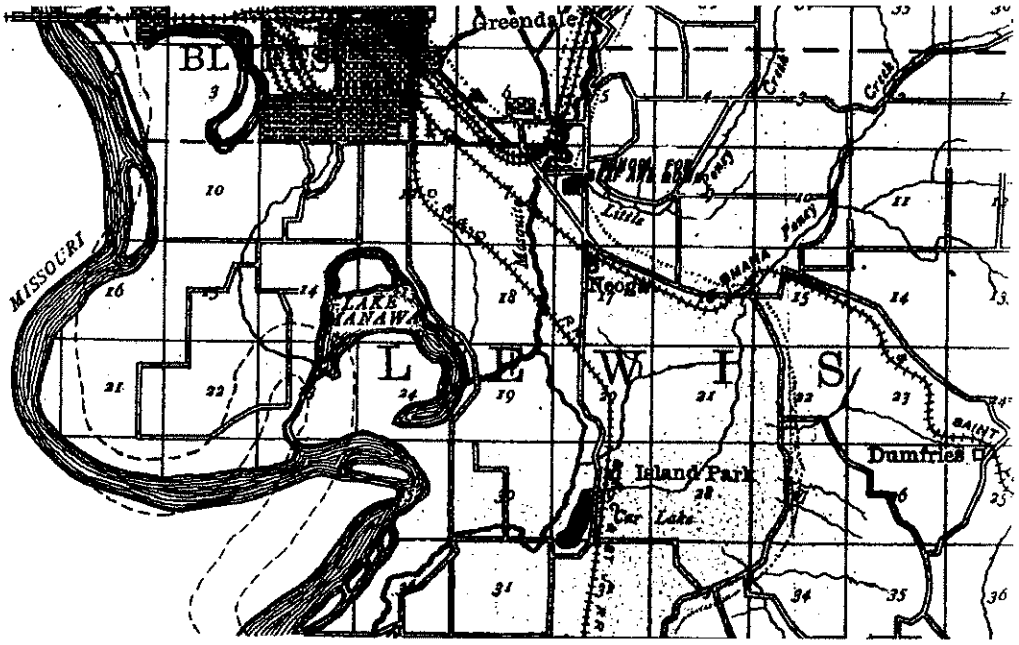
The benefit of a hyperboloid form, according to Iowa City architect John Shaw, is that the resulting structure has "architectural integrity"—the structure is formed by the material itself.[51] Indeed, in the

[49] "The reel thing..."
[50] Sydney LeBlanc, *20th Century American Architecture* (New York: Whitney Library of Design, 1993), 96. During this time period, Eero Saarinen also broke out of the box, experimenting with the sphere in his Kresge Auditorium (1955), with uplifted curves in Dulles International Airport (1962), and with an apparent hyperbolic paraboloid in the TWA Terminal at JFK Airport in New York City (1962).
[51] John Shaw, AIA to Jan Olive Nash, telephone communication, March 25, 2003.

drive-in's case, only two short metal legs hold the entire 2300 square foot canopy off the ground. Clearly, when the drive-in's operators redesigned the front entrance to their facility about 1955, they wanted to project the modern, light and airy, even "jet age" aesthetic of the country's most esteemed architects. The changes to the drive-in, one of the last operating in the state, reflect the evolution of drive-ins as a property type and do not detract from the historical importance of this 1950 facility.

Transportation and Technology

The easy travel afforded by good primary highways, a resort destination with loyal regional patronage, and evolving roadside services all played a role in shaping the present streetscape of U.S. 275—or South Omaha Bridge Road. The present highway though has only followed this course since the late 1930s, which means most of the roadside architecture and businesses are products of the "recent past." Still, the presence of cross streets and an earlier nineteenth-century country road system that zigzags its way down the west side of Lake Manawa towards the Missouri River (below) mean that the occasional encounter with a much older building is possible within the study area.



Roads in the vicinity of the Project Area in 1901. Note the presence of a country road loop west of Lake Manawa.
Source: J.A. Udden, 1901

Only one street bridge linked Council Bluffs with Omaha prior to 1936, a cause of growing agitation among both cities' motorist who had to contend with traffic congestion and the growing numbers of trucks delivering livestock to South Omaha's stock yards district. During the first two decades of the twentieth century, the downtown Council Bluffs crossing into Omaha (Broadway to Omaha's Douglas Street) had also become the urban route for several intra and interstate highways, including the River-to-River/Whiteway route (1922, present U.S. 6) and the Lincoln Highway

(1916). Under the auspices of the Omaha Bridge Commission, major funding was secured from the Public Works Administration for the design and construction of a new bridge between South Omaha and the still rural countryside south of Council Bluffs. Designed by Ash, Howard, Needles and Tamman, of Kansas City, construction of the bridge was coordinated with the War Department to coincide with the latter's rechanneling of the river. In the spring of 1934, contracts were let and the Kansas City Bridge Company began the construction on the dry land of the soon-to-be new river channel. The South Omaha Bridge opened for traffic as a toll bridge on January 18, 1936 and became a free bridge in 1947. It was listed on the National Register of Historic Places 60-some years later.[52]

Construction evolution is unclear for the new segment of Iowa highway 92/U.S. 275 south of Council Bluffs, between the river and present I-29. The route was considered an approach to the South Omaha Bridge and plans in the Iowa Department of Transportation files begin with a 1964 pavement widening and resurfacing project. Pages of these plans, however, after the title page, appear to be microfilmed copies of earlier sheets marked "City of Omaha, Omaha Bridge Commission, South Omaha Bridge Project, Approach Highway." A life-long Lake Manawa resident and member of the Pottawattamie County Historical Society, believes U.S. 275 was constructed and opened circa 1936 or 37.[53] In addition to the 1960s widening and resurfacing project, this stretch of highway was again resurfaced in 1973-74.

From the bridge east, the new U.S. 275 was constructed through low land that was prone to flooding. Many of the old section line roads were run along the top of wide earthen dikes that protected farm fields. The new highway cut diagonally across these old roads until it met up with 42nd Avenue, which became Wright Road farther east. At 42nd Ave, the new highway turned from its diagonal course to head straight east, running parallel with Wright Road. Congestion of buildings increases as distance from the river increases. The 1974 highway improvement plans and the Pottawattamie County Assessor records both indicate, however, that there were once more businesses near the river. Suburban residential subdivisions are beginning to replace worn out business buildings from the 1950s and 60s that failed to adapt to the thinner post-Interstate traffic levels.

After sitting vacant for varying periods of time, some buildings have been adapted to new uses, sometimes dramatically different from their original use, sometimes not so different. Sulentics café (78-01410), constructed in 1950, the same year as the drive-in theater across the street, continues to serve food and refreshments. The historic cabin court once called the Grove Motel (78-01449) now may house longer-term rental tenants, as does the Comet Motel (78-01451). The KOIL radio station building (78-01402), on the other hand, is now used as a part of a church.

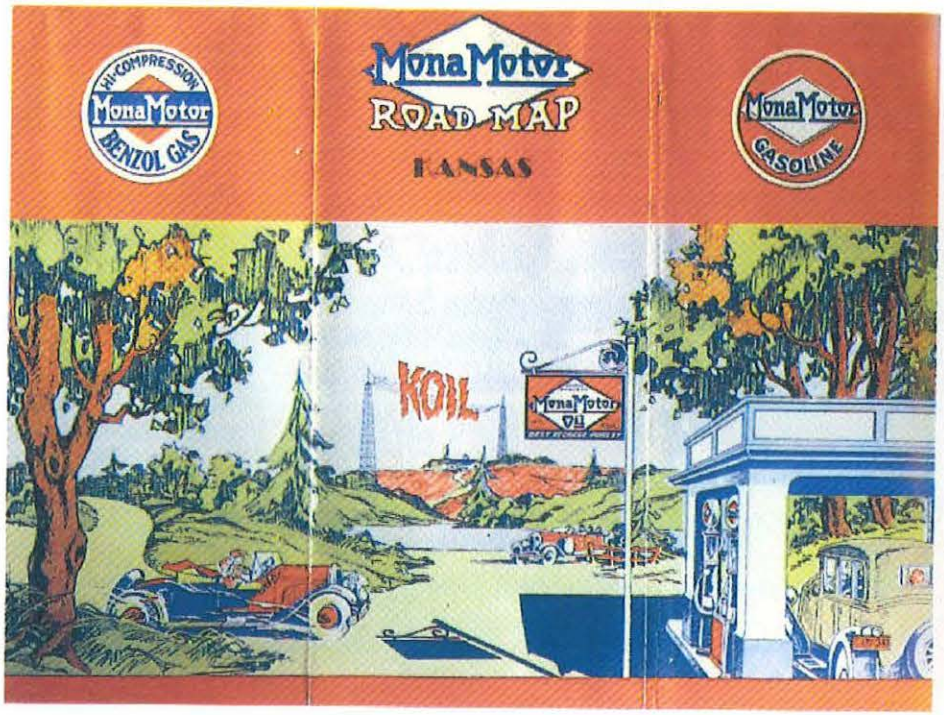
[52] "South Omaha Bridge" on www.fhwa.dot.gov/nediv/bridges/ FHWA website on 12/10/02; Fraserdesign Iowa Historic Bridge Inventory, 1994)
[53] Dr. James Knott to Jan Nash, telephone communication, 3/28/03.

5. Findings

Sixty-four (64) properties were evaluated for this study, three of which were determined to be presently eligible for the National Register of Historic Places. A fourth property will become eligible in the next 18 months or so, assuming integrity remains good: The Willows Motel (78-01433). At the present time, this post WW II motel is not architecturally or historically significant enough to meet the National Register's Criteria Consideration G; however, simple, multiple unit, linear motels of this type are increasingly being abandoned and/or converted to small apartments. The Willows is an excellent, intact, and working example of the last type of modern mom-and-pop roadside motels that pre-date the ubiquitous Interstate franchise motels that now dominate. Refer to the completed Iowa Site Inventory forms for additional information on each property.

78-01402 – KOIL radio station/transmitter tower site – NRHP Eligible

KOIL was started in 1925 by the Mona Motor Oil Co. (thus the "oil" in "KOIL"), which used an image of twin radio towers marked "KOIL" on its road map jackets. KOIL's first location was atop the bluffs in Fairmont Park in Council Bluffs (used 1925-c. 1935-37; extant). The radio station



1930 Mona Motor Gasoline Company road map. Note the promotion of KOIL radio station in the middle of the image.
Source: Margolies, 38

moved to the Missouri River valley floor in 1935, 1936, or 1937 (three sources say three different years), about the same time the South Omaha Bridge was erected and the new highway U.S. 275 was built. The move was necessitated by changing FCC requirements, as well as industry and

technological demands. The ABC radio network offered to buy a new 5,000 watt transmitter for the station, but the station needed to build a new facility to hold it and agree to broadcast 24 hours a day. The river bottom land was good for AM radio towers, because of the "better conductivity" of the soil (Charles Goodrich, station engineer, to Jan Nash, email communication 3/29/2003). The U.S. 275 location was used because it was south of Council Bluffs. According to Goodrich, "the site was picked because in order to stay on the air in the night time, the station had to erect a directional antenna to protect distant stations also on 1290 [frequency, among them] Kean, New Hampshire; Missoula, Montana; and Savannah, Georgia. This required that the signal had to go basically North (actually 17.25 degrees east of North). To do this, it took 3 towers…Locating south of Council Bluffs put the northern signal directly over the intended population of Council Bluffs. This put the Null or loss of signal protecting Missoula, Montana, over Omaha…"(Goodrich to Nash, 3/29/2003).

KOIL Radio Station/Transmitter Tower Site
Source: Pottawattamie County Assessor, 2003

In the early 1950s, Central States Broadcasting transferred KOIL to Union Holding Company, which began to have serious financial problems. In 1953, Don Burden purchased the station and the operation prospered. Burden introduced FM to the station in 1959, well before there was much of an audience for it. In 1966, the transmitters were moved from the U.S. 275 location to southern Omaha (the majority of the studio operations had moved to a downtown Omaha location only a few years after construction of the U.S. 275 building). Regulatory problems resulted in Burden losing his radio licenses in 1976 and the original KOIL radio went silent.

The building at U.S. 275 and S. 24th Street played a significant role in the evolution of a long-standing and important regional communication icon. In today's age of radio station consolidations and mega-media organizations, a portion of the KOIL story is told by each of its extant sites, from the early radio days atop Fairmont Hill, to the growth and expanded operations of the U.S. 275 (aka West South Omaha Bridge Road) site, to the million dollar Omaha facility built by Don Burden before his regulatory downfall. The station/transmitter facility at the U.S. 275 site is locally significant and eligible for the National Register of Historic Places under Criterion A; under for

Criterion C for its moderne architectural styling, a style favored by the communications industry in the 1930s, and as a property type (depending on what interior features are extant).

78-01442 — Council Bluffs Drive-in Theatre — NRHP Eligible

During their heyday in the 1950s, Iowa had nearly 70 drive-in theaters and Nebraska had more than 40. At last count only three remain in operation in each state, Iowa's are located in Newton (1948), Maquoketa (1950), and in Council Bluffs, along U.S. 275. When it opened in 1950, the Council Bluffs Drive-in offered the latest in drive-in accommodations and features meant to attract a large family crowd for movie night. A playground located in front of the big screen featured rides, slides, and swings, and a free bottle-warmer was available for the babies. A refreshment building was located in the center of the car ramp area, which was covered by crushed rock. Today the ticket box is sheltered under a 2300 sq. ft. metal canopy with an unusual design reminiscent of the space age aesthetics of the late 1950s or early 1960s. The geometric form—a hyperbolic paraboloid—was popular among post-war modern architects who experimented with shapes that went beyond the box. Clearly, when the drive-in's operators redesigned the front entrance to their facility about 1955, they wanted to project the modern, light and airy, even "jet age" aesthetic of the country's

Council Bluffs Drive-in Theatre, 2002
Source: Tallgrass Historians L.C.

most esteemed architects. The changes to the drive-in, one of the last operating in the state, reflect the evolution of drive-ins as a property type and do not detract from the historical importance of this 1950 facility. The Council Bluffs Drive-in Theatre is of local, and perhaps statewide, significance as an intact and operating example of the drive-in movie theaters that typified the post-war prosperity and baby boom, and the American driving public's passion for the automobile and related highway "strip" developments of the 1950s and 60s. It is eligible for the National Register of Historic Places under Criterion A for its association with this history and under Criterion C as an excellent example of the property type.

78-01449 — cabin court, known as the Grove Motel/Lake Manawa Inn — NRHP Eligible

Travelers and vacationers encouraged the construction of roadside accommodations, like cafes and motels, at likely locations along U.S. 275. While the first automobile travelers in the 1910s and 20s often simply pulled over and camped alongside the road, local entrepreneurs and municipalities began to provide more formal camping facilities. These grew to cabin courts, popular in the 1920s, 30s and early 40s. Strictly local designs for cabin court units, as well as standardized designs like the Wigwam Village motel chain on the West Coast, dotted the roadside. The extant cabin court, known as the Grove Motel/and now Lake Manawa Inn, is the last of its kind along this stretch of highway and represents the earliest commercial response to the need for overnight accommodations along the highway. Because its setting is still strongly evocative of this history, and because of the rarity of cabin courts as a property type in general, this property is locally significant and eligible for the National Register of Historic Places under both Criterion A and Criterion C.

Grove Motel/Lake Manawa Inn cabin court, 2002
Source: Tallgrass Historians L.C.

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Maps, Plans, and Aerials

1851-52	General Land Office survey maps, T74N, R44W (Lewis Twp)
1875	A.T. Andreas's *Illustrated Historical Atlas of the State of Iowa* (1970 reprint used)
1885	C.R. Allen & Co., *Illustrated Atlas of Pottawattamie County, Iowa*
c.1887-1899	Street Map of Council Bluffs [Collection of the State Historical Society of Iowa]
1900	R.V. Innes, *Atlas of Pottawattamie County, Iowa*
1901	J.A. Udden, *Iowa Geological Survey Annual Report*
1902	Geo. A. Ogle & Co., *Standard Atlas of Pottawattamie County, Iowa*
1919	G.W. Anderson Publishing Co., *Atlas of Pottawattamie County, Iowa*
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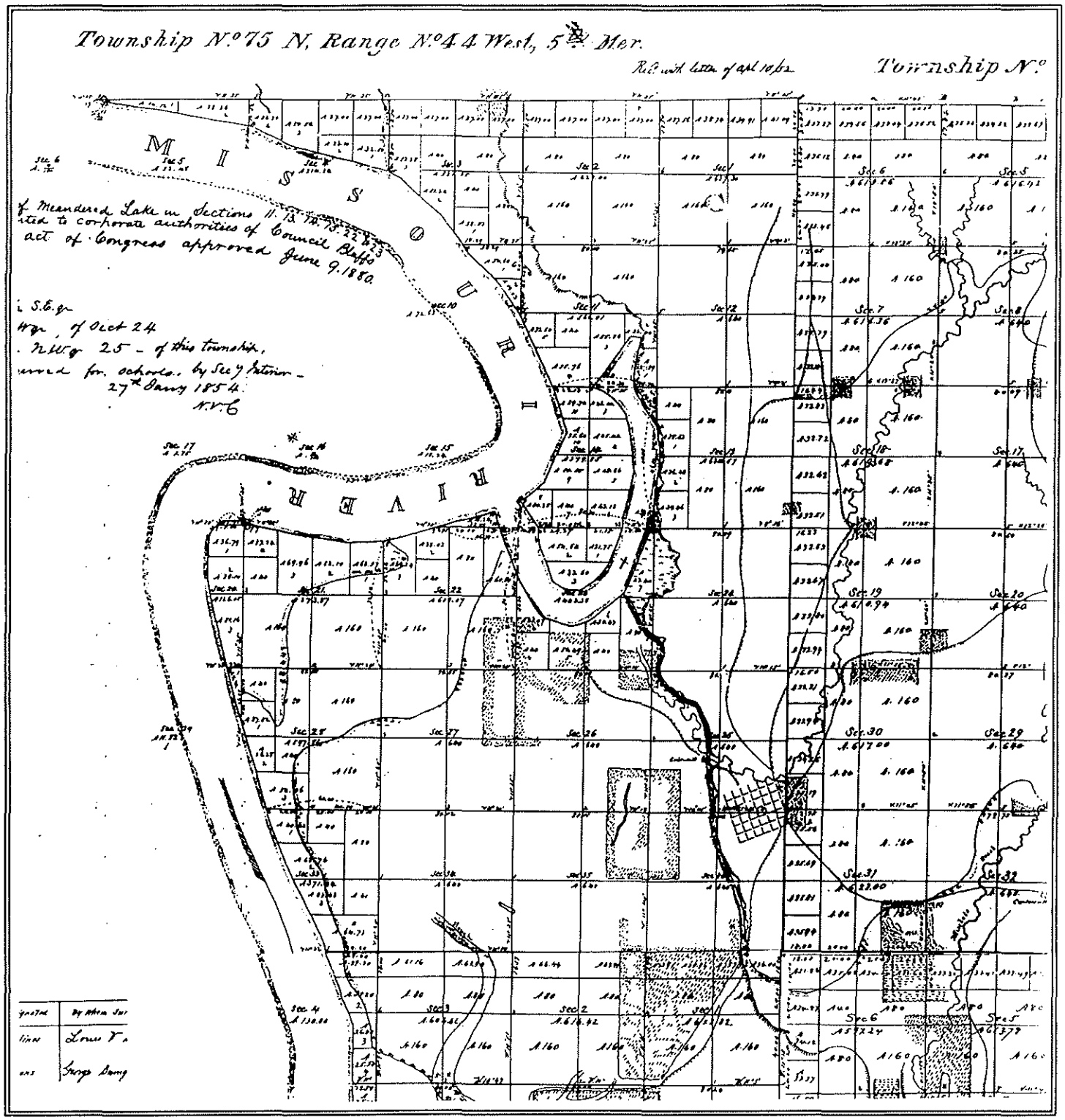
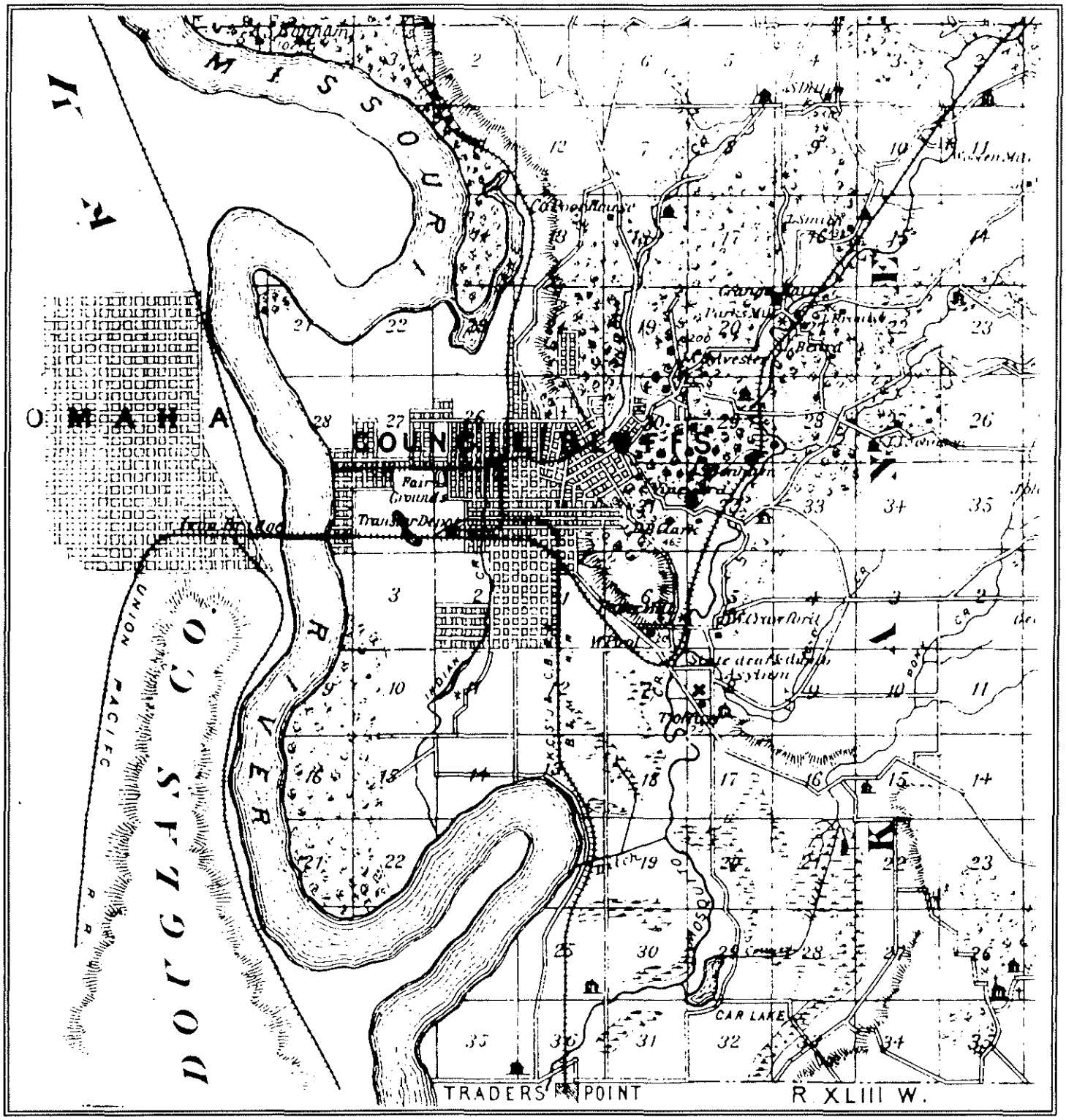
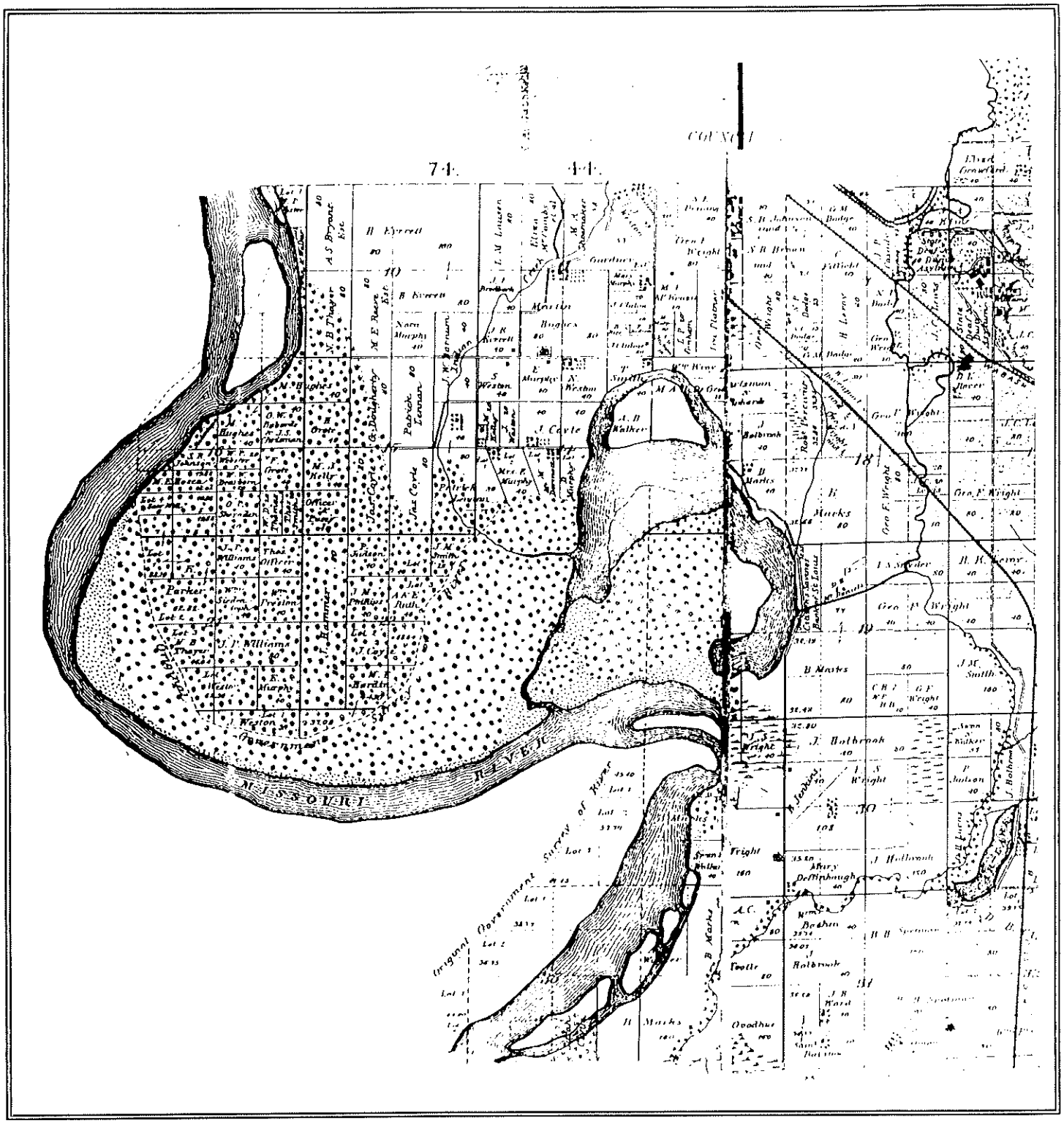


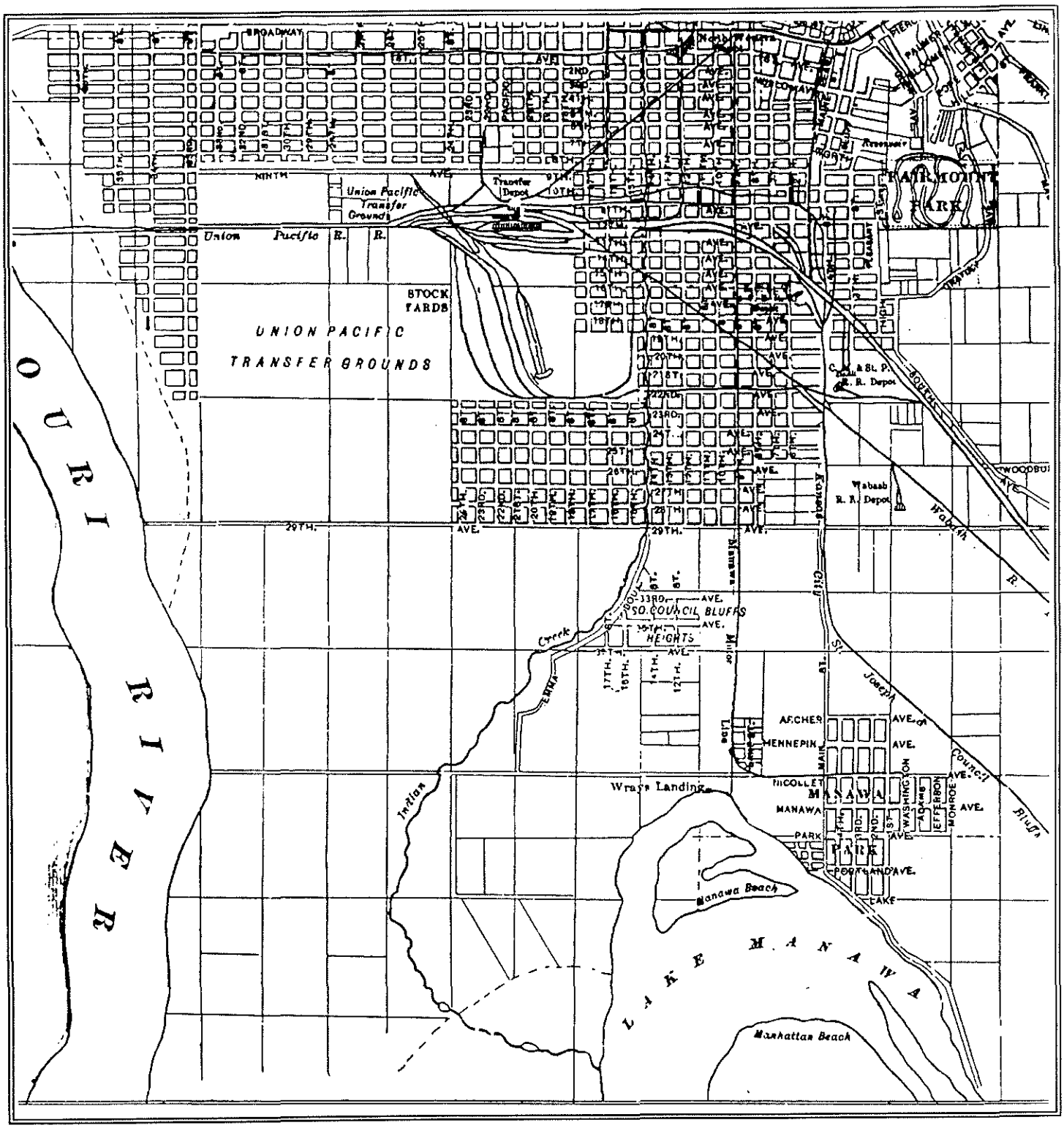
1851-1852 GLO map (State Historical Society of Iowa)



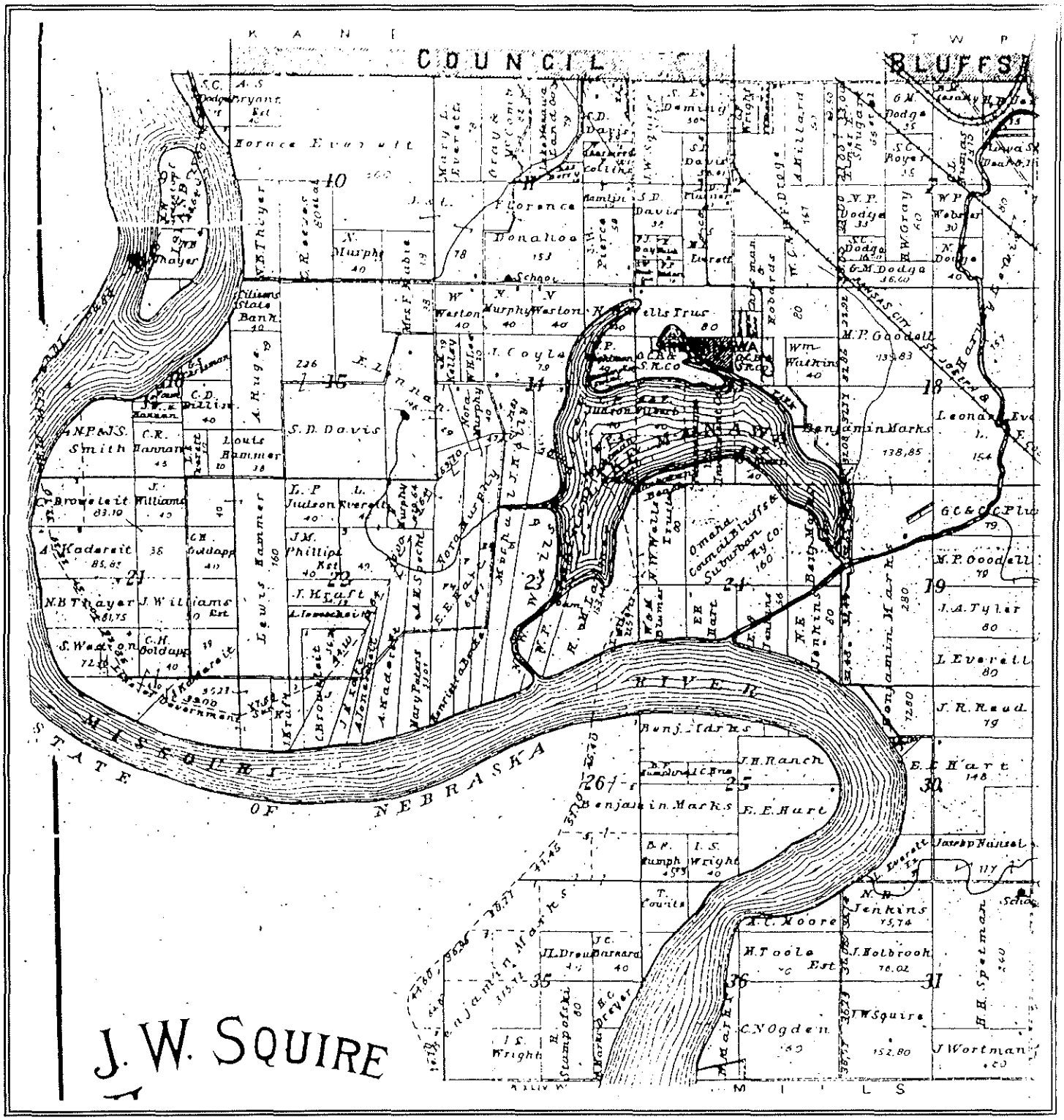
Detail of 1875 atlas (Andreas)



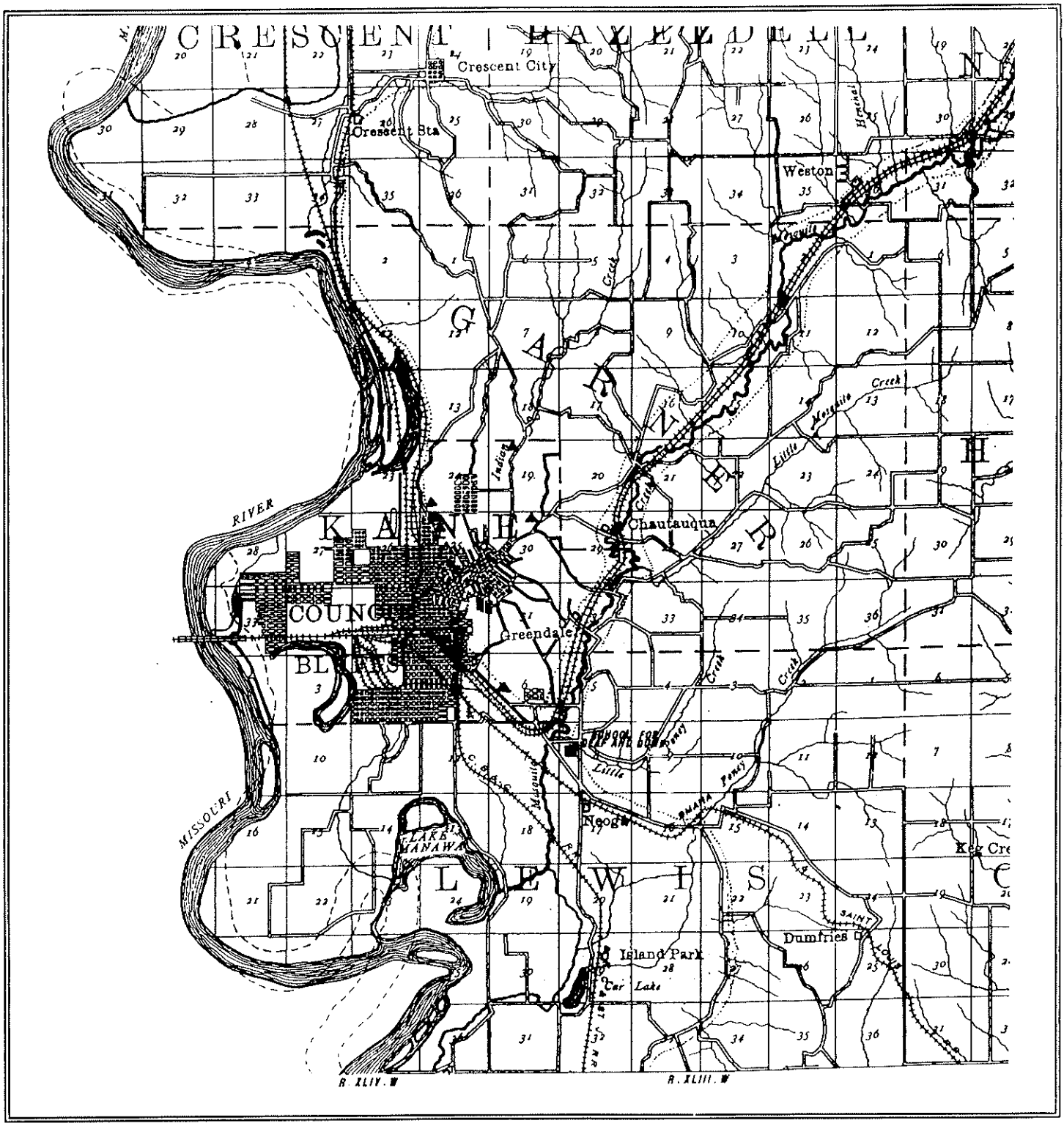
Detail of 1885 atlas (C.R. Allen & Co.)



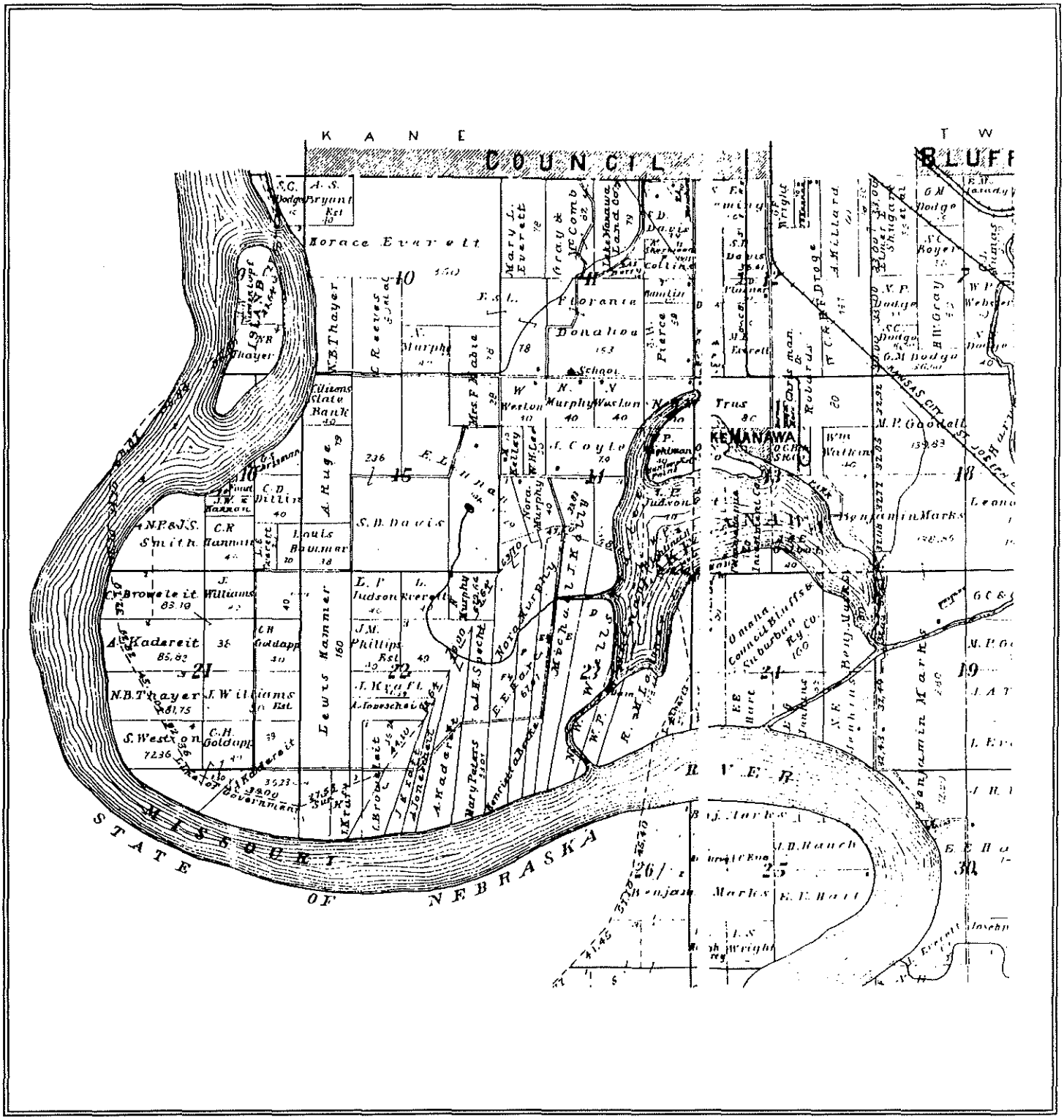
Detail of c. 1887-1899 map (State Historical Society of Iowa map collection 12.6.5)



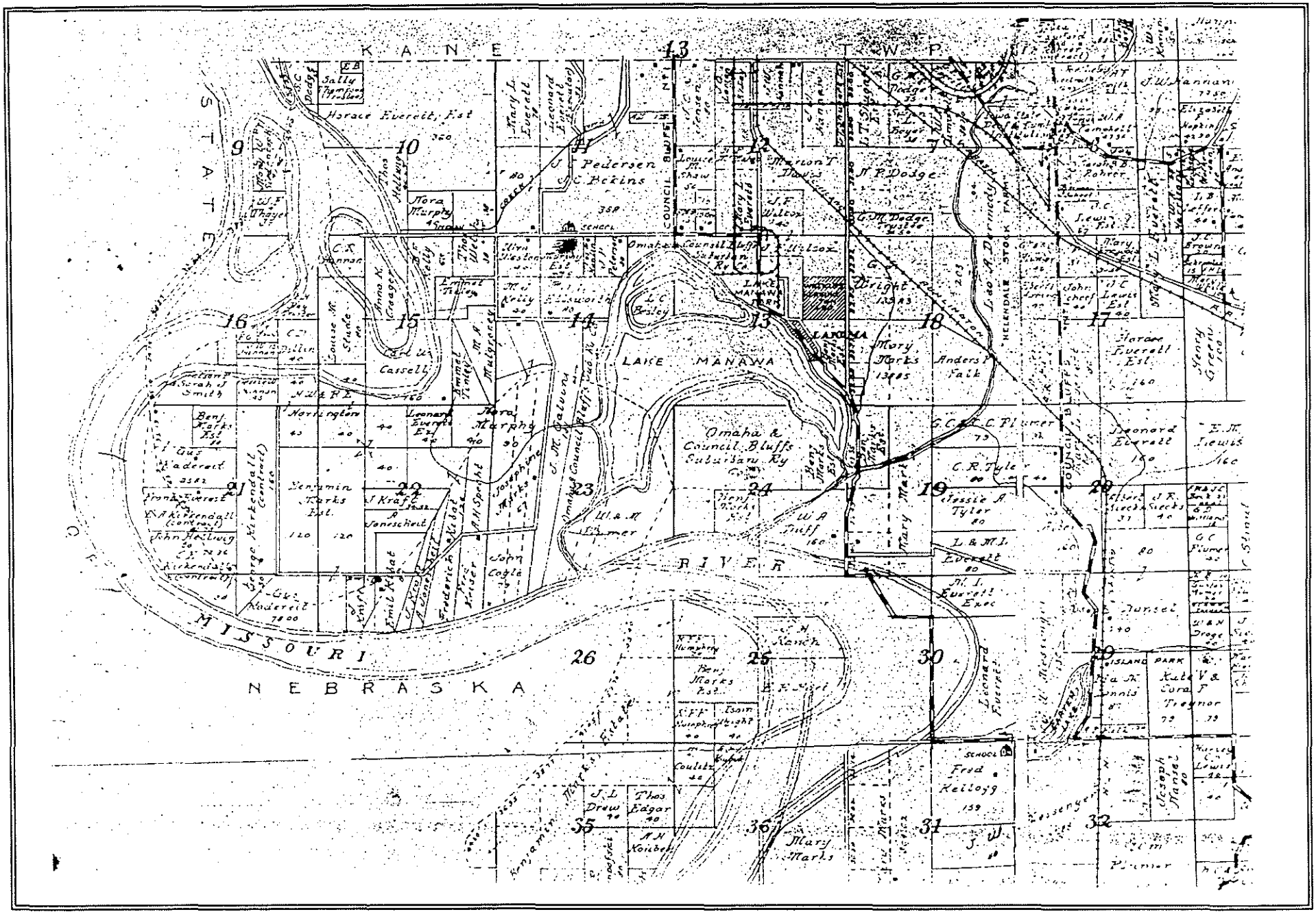
Detail of 1900 atlas (R.V. Innes)



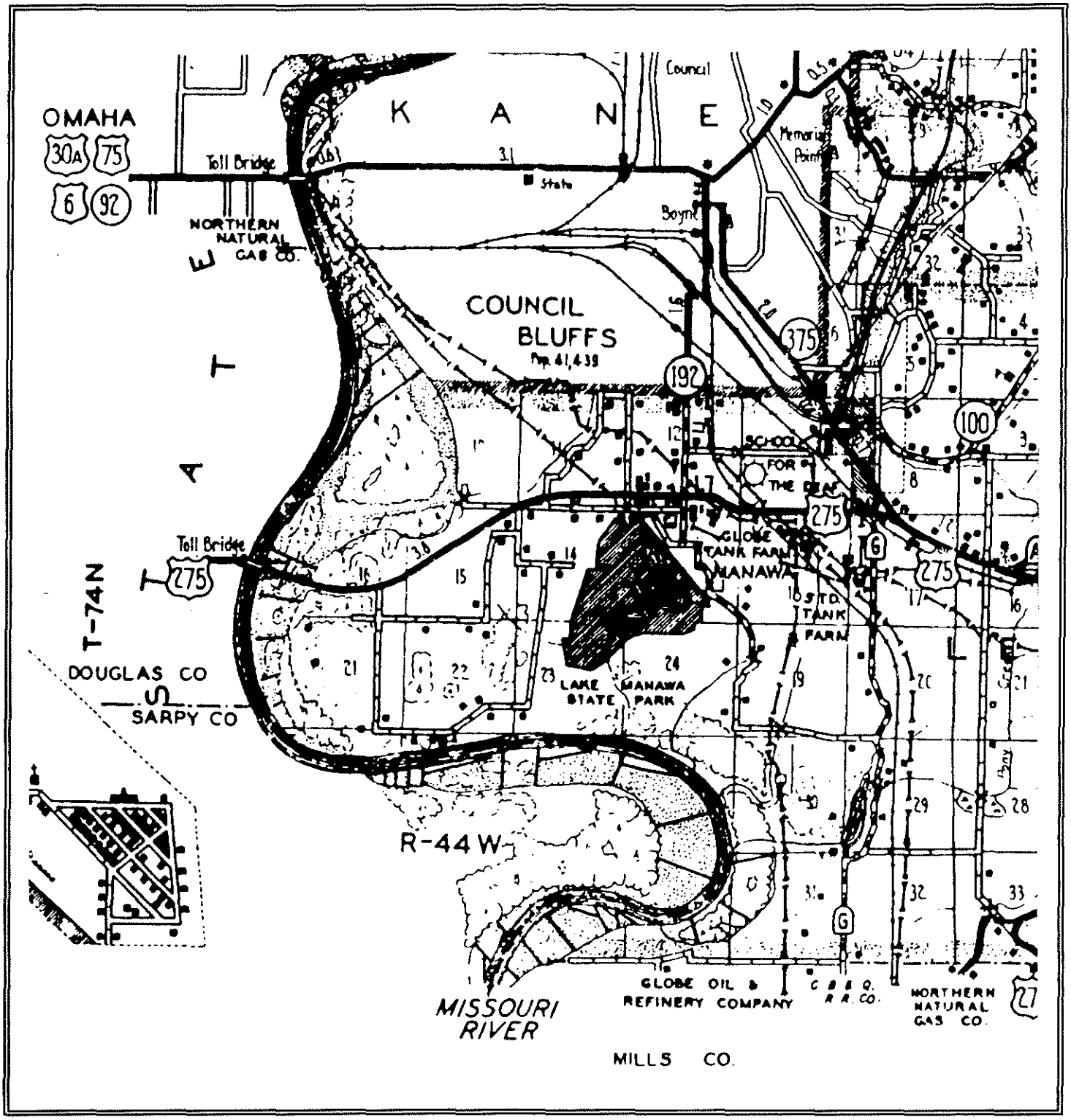
Detail of 1900 map (J.A. Udden, IA Geological Survey, Annual Report)



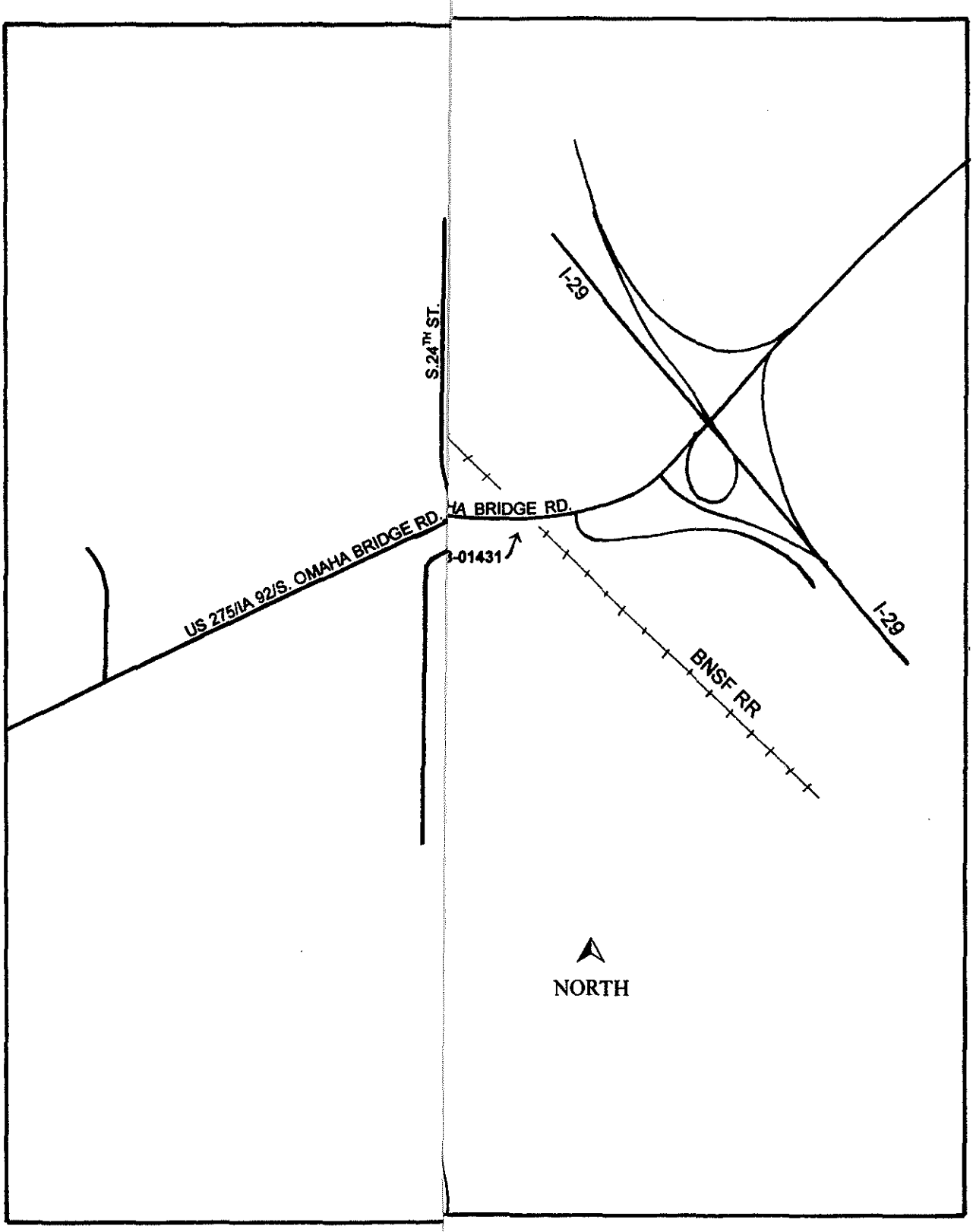
Detail of 1902 plat book (Geo. A. Ogle & Co.)



Detail of 1919 map (G.W. Anderson Pub. Co.)



Detail of 1950 atlas (R.C. Booth Enterprises)



Source: Tallgrass Historians L.C., 2003.

U.S. 275: Historical/Architectural Intensive-Level Survey **Resources Evaluated: U.S. 275**

Site #	NRHP Eligible	Parcel #	Station	Resource name	Address	Sec.-T-R	GPS: UTM/NAD 83 datum	Resource	Recommendation
78-01398	n			KSWI 1560 Radio tower / Wilkins Communications Network tower	3900 West South Omaha Bridge Road	sec. 16, 74N-44W	15 T 0256146 easting 4565864 northing	modern tower / building	
78-01399	n			Stork Club restaurant building	2729 West South Omaha Bridge Road	sec. 15, 74N-44W	15 T 0257746 easting 4566577 northing	modern block building	
78-01400	n			Bart's Motel	2729 West South Omaha Bridge Road	sec. 15, 74N-44W	15 T 0257746 easting 4566577 northing	modern motel buildings	
78-01401	n			house	2601 West South Omaha Bridge Road	sec. 15, 74N-44W	15 T 0258163 easting 4566808 northing	modern house	
78-01402	y			KOIL 1260 Radio station / transmitter towers	2405 West South Omaha Bridge Road	sec. 14, 74N-44W	15 T 0258504 easting 4566948 northing	historic building & several modern bldgs.	
78-01403	n			Rogers Auto, Inc.	2105 West South Omaha Bridge Road	sec. 11, 74N-44W	15 T 0258824 easting 4567084 northing	historic house & modern metal building	
78-01405	n			Geiger Enterprises	1705 West South Omaha Bridge Road (1701 - 1719 on building)	sec. 11, 74N-44W	15 T 0259478 easting 4567115 northing	modern metal building	
78-01406	n			bridge	Approximately 1600 West South Omaha Bridge Road over Indian Creek	sec. 11, 74N-44W	15 T 0259523 easting 4567122 northing	historic bridge	
78-01407	n			Leech Camper Sales	1629 West South Omaha Bridge Road	sec. 11, 74N-44W	15 T 0259832 easting 4567089 northing	2 modern metal bldgs. & mobile home	
78-01408	n			Nebraska Coast Inc.	1403 West South Omaha Bridge Road	sec. 11, 74N-44W	15 T 0259872 easting 4567080 northing	modern metal building & modern stucco bldg.	
78-01409	n			Land Home Inc. Manufactured home sales	1301 West South Omaha Bridge Road	sec. 11, 74N-44W	15 T 0259946 easting 4567051 northing	several manufactured housing units - modern	
78-01410	n			Reynolds Diner / Sulentics Café	1201 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260093 easting 4567095 northing	historic building	
78-01411	n			Lake Manawa Convenience Texaco	1115 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260125 easting 4567085 northing	modern convenience store	
78-01412	n			Northwestern Bell Telephone Company	1045 Wright Road	sec. 12, 74N-44W	15 T 0260123 easting 4566938 northing	modern building	
78-01413	n			Good Times Malt Shop	4105 South 11th Street	sec. 12, 74N-44W	15 T 0260200 easting 4567071 northing	modern building	
78-01414	n			Iseman Homes	901 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260228 easting 4567068 northing	modern mobile homes & office building	
78-01415	n			house	1018 Wright Road	sec. 12, 74N-44W	15 T 0260379 easting 4567005 northing	modern house & 3 modern garages	
78-01416	n			house	4101 South 9th Street	sec. 12, 74N-44W	15 T 0260401 easting 4567023 northing	historic house	
78-01417	n			Golden Horse Laundry	727 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260430 easting 4567065 northing	modern building	

U.S. 275: Historical/Architectural Intensive-Level Survey **Resources Evaluated: U.S. 275**

Site #	NRHP Eligible	Parcel #	Station	Resource name	Address	Sec.-T-R	GPS: UTM/NAD 83 datum	Resource	Recommendation
78-01418	n			Bluffs Archery Outfitters	721 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260462 easting 4567065 northing	modern building	
78-01419	n			Commercial building	717 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260494 easting 4567061 northing	modern metal building	
78-01420	n			Leach Camper Sales	635 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260593 easting 4567053 northing	modern metal building	
78-01421	n			Lakeshore Condominiums	615 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260618 easting 4567059 northing	modern condominiums & garages	
78-01422	n			Valerie's Hair Designs	601 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260796 easting 4567042 northing	modern building	
78-01423	n			Manawa Power Equipment	531 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260825 easting 4567042 northing	modern metal building	
78-01424	n			Bluffs Check Cashing, Pawn & Loan / Bluffs Used Cars	501 West South Omaha Bridge Road Suites 1 & 2	sec. 12, 74N-44W	15 T 0260872 easting 4567045 northing	modern metal buildings	
78-01425	n			Cal's Food & Gas Mart	429 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260933 easting 4567039 northing	modern building	
78-01426	n			Dutch Gas Station & Café / McGee's Bar & Grill	401 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260996 easting 4567037 northing	historic building	
78-01427	n			Lakeview Elementary School	400 Wright Road	sec. 12, 74N-44W	15 T 0260923 easting 4566919 northing	historic school building	
78-01428	n			TSC Tractor Supply Company	329 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0261096 easting 4567038 northing	modern building	
78-01429	n			Telmar Network Technology	325 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0261235 easting 4567027 northing	modern metal buildings	
78-01430	n			Lake Manawa Antiques Mall	101 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0261360 easting 4566999 northing	modern metal buildings & 1 wood building	
78-01431	n			bridge	U.S. 275/South Omaha Bridge Road over Burlington Northern RR tracks	sec. 18, 74N-44W	15 T 0262027 easting 4566807 northing	modern bridge	
78-01432	n			Lakeshore Country Club golf course	4500 Piute Street	sec. 13, 74N-44W	15 T 0261780 easting 4566600 northing	golf course & buildings	
78-01433	n, but soon maybe			The Willows Motel	3802 West South Omaha Bridge Road	sec. 16, 74N-44W	15 T 0256240 easting 4566006 northing	modern motel	
78-01434	n			Council Bluffs Public Works building	31?? West South Omaha Bridge Road	sec. 15, 74N-44W	15 T 0257341 easting 4566578 northing	modern building	
78-01435	n			house	3104 West South Omaha Bridge Road	sec. 15, 74N-44W	15 T 0257473 easting 4566537 northing	modern buildings	
78-01436	n			house / MidAmerica Cleaning Systems	3102 West South Omaha Bridge Road (business is Suite 100)	sec. 15, 74N-44W	15 T 0257473 easting 4566537 northing	modern house & buildings	
78-01437	n			Twin City Storage	2700 Twin City Drive	sec. 15, 74N-44W	15 T 0257558 easting 4566559 northing	modern buildings	
78-01438	n			Bottoms Up Lounge	2800 Twin City Drive	sec. 15, 74N-44W	15 T 0257748 easting 4566778 northing	modern building	

U.S. 275: Historical/Architectural Intensive-Level Survey **Resources Evaluated: U.S. 275**

Site #	NRHP Eligible	Parcel #	Station	Resource name	Address	Sec.-T-R	GPS: UTM/NAD 83 datum	Resource	Recommendation
78-01439	n			Super Quick Stop	2800 Twin City Drive	sec. 15, 74N-44W	15 T 0257753 easting 4566802 northing	modern building	
78-01440	n			Dallas Johnson Greenhouse Inc	2802 Twin City Drive	sec. 15, 74N-44W	15 T 0258167 easting 4566826 northing	modern buildings	
78-01441	n			Gethsemane Presbyterian Church	1320 West South Omaha Bridge Road	sec. 11, 74N-44W	15 T 0259987 easting 45667064 northing	modern building	
78-01442	y			Council Bluffs Drive-in Theatre	1130 West South Omaha Bridge Road	sec. 11, 74N-44W	15 T 0260087 easting 4567108 northing	buildings	
78-01443	n			Casey's General Store	1030 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260231 easting 4567105 northing	modern building	
78-01444	n			Ed's Repair Service	1000 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260251 easting 4567094 northing	modern buildings	
78-01445	n			Lakeside Auto Sales	928 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260299 easting 4567087 northing	modern building	
78-01446	n			Town & Country Barber Shop	906 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260336 easting 4567087 northing	modern buildings	
78-01447	n			S & H Tires	808½ West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260356 easting 4567084 northing	historic buildings	
78-01448	n			Woods Sporting Goods	806 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260387 easting 4567083 northing	modern building	
78-01449	y			Grove Motel / Lake Manawa Inn motel & cabins	802 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260453 easting 4567085 northing	historic buildings & modern buildings	
78-01450	n			Tomes Country Club Acres RV Park	706 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260533 easting 4567075 northing	modern buildings	
78-01451	n			Comet Motel	603 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260623 easting 4567074 northing	modern buildings	
78-01452	n			Pizza Counter & Twin City Liquor	610 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260655 easting 4567071 northing	modern building	
78-01453	n			house	604 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260730 easting 4567061 northing	house	
78-01454	n			275 Truck Service, house, office, shop	602 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260747 easting 4567066 northing	historic house, modern buildings	
78-01455	n			275 Truck Service shop	600 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260747 easting 4567066 northing	historic metal building	
78-01456	n			Video Station	500 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260874 easting 4567057 northing	modern building	
78-01457	n			Strohbehn Veterinary Clinic	430 West South Omaha Bridge Road	sec. 12, 74N-44W	15 T 0260889 easting 4567064 northing	modern building	
78-01458	n			Lakeside Country Store & Lakeside Ampride	4040 4th Street	sec. 12, 74N-44W	15 T 0261017 easting 4567138 northing	modern building	
78-01459	n			house	4004 4th Street	sec. 12, 74N-44W	15 T 0261014 easting 4567183 northing	historic house	

U.S. 275: Historical/Architectural Intensive-Level Survey **Resources Evaluated: U.S. 275**

Site #	NRHP Eligible	Parcel #	Station	Resource name	Address	Sec.-T-R	GPS: UTM/NAD 83 datum	Resource	Recommendation
78-01460	n			Boat Barn Inc.	4000 4th Street	sec. 12, 74N-44W	15 T 0261018 easting 4567216 northing	modern building	
78-01461	n			Rhoden Auto Center	4031 4th Street	sec. 12, 74N-44W	15 T 0261087 easting 4567056 northing	historic building	
78-01462	n			T & K Truck Repair	100 West South Omaha Bridge Road	sec. 7, 74N-44W	15 T 0261432 easting 4567009 northing	modern metal building	