

TABLE 2.—*Relationship of selected materials to State and local construction in 1947 and 1965*

	Percent of State and local construction outlays ¹	
	1947	1965
Total materials ²	35.0	50.0
Metal products ²	10.0	17.0
Fabricated structural steel.....	1.8	3.2
Plumbing.....	.7	1.3
Heating and cooling.....	1.0	1.9
Metal doors, windows and trim.....	.3	.9
Reinforcing steel.....	2.3	3.3
Lumber products.....	2.7	2.0
Millwork.....	.7	.9
Stone, clay, and glass products.....	14.0	17.0
Cement.....	3.7	2.1
Concrete products.....	2.8	6.4
Structural clay products.....	1.4	1.3
Aggregates (rock products).....	5.3	5.1
Bitumen (in highways).....	2.2	.9
Asphalt (ready-mix).....	.9	2.0
Paint.....	.1	.2
Roofing.....	.3	.3
Electrical equipment, fixtures, and wiring devices.....	.7	2.5
Pipe ^{2 3}	4.0	5.4
Iron.....	1.5	1.3
Steel.....	.7	1.1
Concrete.....	1.0	1.8
Asbestos cement.....	.4	.4
Clay.....	.3	.6

¹ Based on the value of construction materials consumed in all State and local construction measured in current dollar values.

² Also includes materials not listed in this table. Pipe categories are duplicative of other categories.

³ Total pipe and the component types of pipe listed below are those used in nonbuilding construction only. This usage accounts for the overwhelming majority of pipe in State and local construction.

Source: Prepared by Business and Defense Services Administration.

Highway construction, which accounted for half the volume of all State and local construction in both 1947 and 1965, is the dominant factor in the increasing overall importance of materials in State and local construction expenditures. For highways the materials share increased from 27 percent in 1947 to 47 percent in 1965. This substantial shift reflects primarily a decline in the importance of on-site wages. Significantly, highway construction in the past two decades had very large increases in labor productivity due mainly to the impact of new road building and earth moving equipment. Higher standards in highway design and construction, which call for more overpasses and better quality pavement, have also strongly influenced materials consumption. Steel usage was particularly affected. Thus, over the span of about 20 years, the use of steel products rose from 5 percent of total costs of highway construction to 13 percent. Similarly, the share of stone, clay, and glass products rose from 14 to 20 percent.

A second major factor in the increase from 35 to 50 percent of the materials share in State and local construction is the higher growth rates since 1947 experienced by the more material intensive nonresidential buildings category. The materials share in recent years was about 55 percent of total costs for that category as compared to 48 percent for nonbuilding construction. The more materials intensive