I-35 is a major north-south artery, carrying heavy truck traffic across the country from the Mexican border to northern Minnesota. The section of the road in Oklahoma that qualified for the Perpetual Pavement award is located approximately 60 miles north of Oklahoma City, extending from milepost 185.6 to 192.6.

The road was built in 1963 with a 4-inch subbase of select borrow, followed by an 8-inch stabilized aggregate base and a 10-inch sand asphalt base. The next course was a 3-inch coarse aggregate hot-mix asphalt (HMA), followed by a 1.5-inch surface course made with smaller aggregates.

The road was leveled and resurfaced with two inches of HMA in 1971. In 1983, it was milled 3 inches and then received a 3-inch course of HMA with fabric followed by a .75-inch open-graded friction surface course (OGFC).

In 2000, the road was milled and surfaced with a 1.5-inch HMA course.

Despite heavy traffic, the pavement’s age, and the wet/freeze climate of the area, the road's basic structure is still sound. In 2002, the International Roughness Index (IRI) of the road was measured at 89, which is considered a smooth roadway.