

Figure S1. The particle-size distributions from different vertical layers and horizontal locations on no traffic use (N): (**a**) the particle-size distributions from different vertical layers at tire track (T); (**b**) at in-between (I); (**c**) at shoulder (S); (**d**) the particle-size distributions from different horizontal locations at upper (U); (**e**) at middle (M); and (**f**) at bottom (B). The particle-size distributions were based on average values of five replications [48].

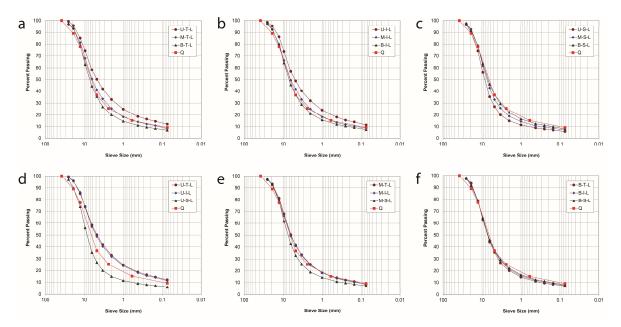


Figure S2. The particle-size distributions from different vertical layers and horizontal locations on light traffic use (L): (**a**) the particle-size distributions from different vertical layers at tire track (T); (**b**) at in-between (I); (**c**) at shoulder (S); (**d**) the particle-size distributions from different horizontal locations at upper (U); (**e**) at middle (M); and (**f**) at bottom (B). The particle-size distributions were based on average values of five replications [48].

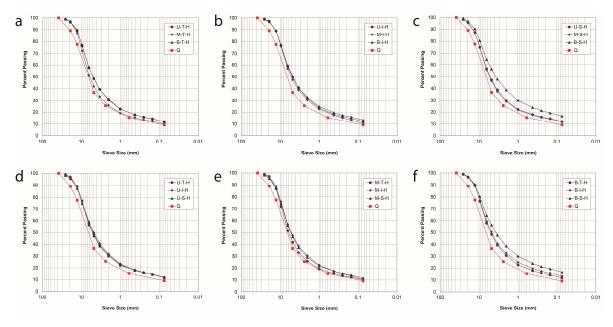


Figure S3. The particle-size distributions from different vertical layers and horizontal locations on heavy traffic use (H): (**a**) the particle-size distributions from different vertical layers at tire track (T); (**b**) at in-between (I); (**c**) at shoulder (S); (**d**) the particle-size distributions from different horizontal locations at upper (U); (**e**) at middle (M); and (**f**) at bottom (B). The particle-size distributions were based on average values of five replications [48].

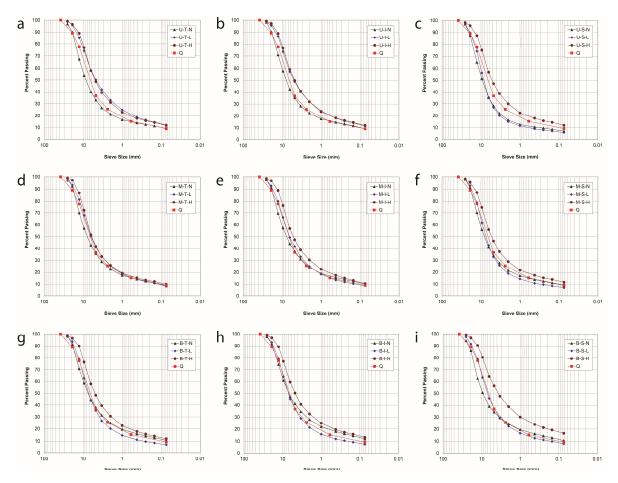


Figure S4. The particle-size distributions from different traffic uses (no (N), light (L), and heavy (H)) at the same cross-sectional locations: (**a**) the particle-size distributions in upper

layer at tire track location (U-T); (**b**) in upper layer at in-between location (U-I); (**c**) in upper layer at shoulder location (U-S); (**d**) in middle layer at tire track location (M-T); (**e**) in middle layer at in-between location (M-I); (**f**) in middle layer at shoulder location (M-S); (**g**) in bottom layer at tire track location (B-T); (**h**) in bottom layer at in-between location (B-I); and (**i**) in bottom layer at shoulder location (B-S). The particle-size distributions were based on average values of five replications [48].