



Correction to: Corrosion Level of Rock Bolts Exposed to Aggressive Environments in Nordic Road Tunnels

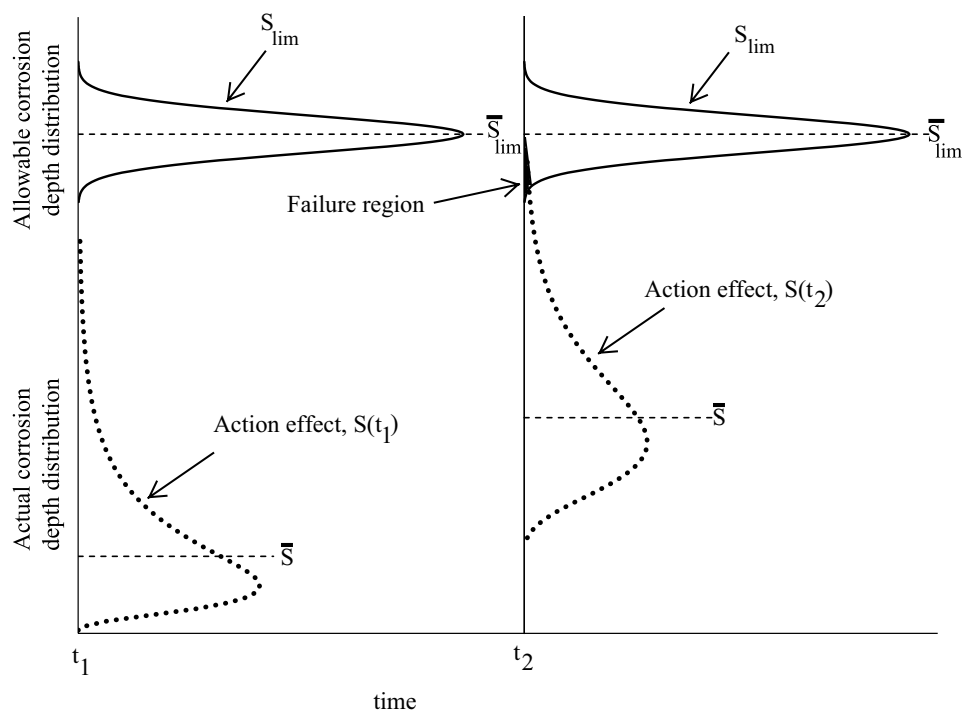
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In the original publication, Fig. 1 and Fig. 3 were published incorrectly (without arrows), the correct figures are provided in this correction.

Fig. 1 Probabilistic limit-state approach for predicting the useful life applied to rock bolt corrosion. Modified from standard ISO 13823 (2008)



The original article can be found online at <https://doi.org/10.1007/s00603-021-02547-3>.

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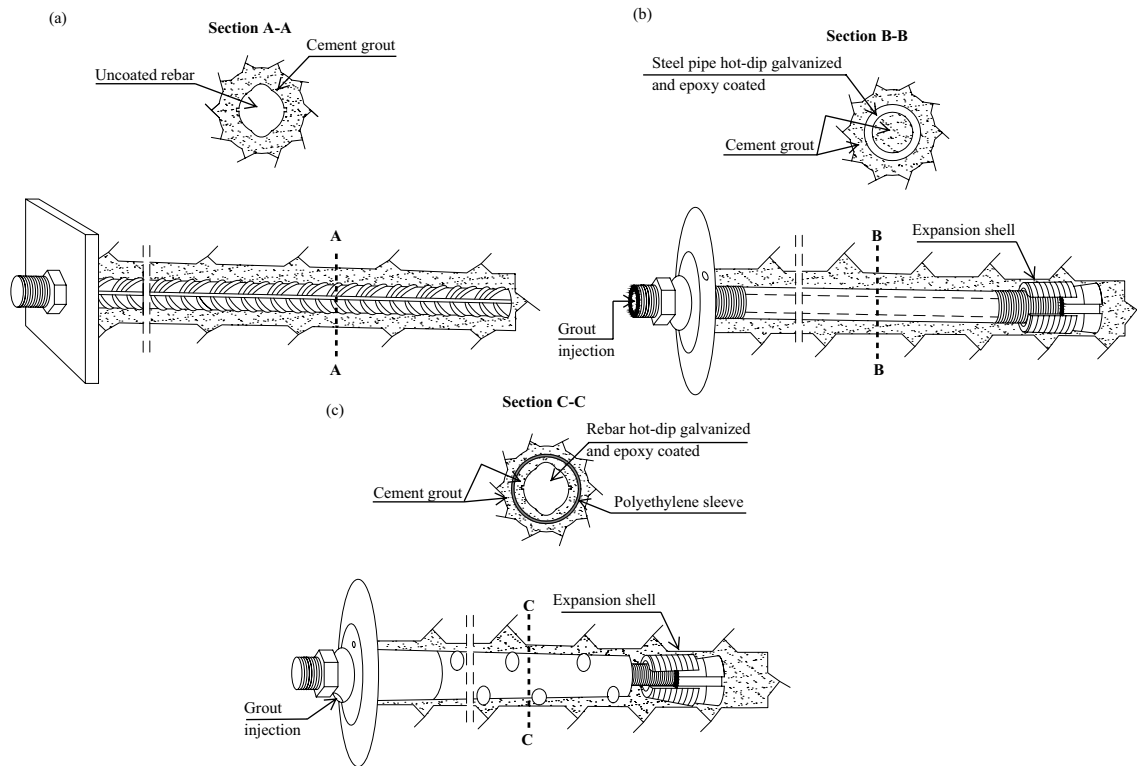


Fig. 3 Some rock bolts used as permanent rock supports in Norwegian road tunnels. **a** Uncoated rebar cement grouted in the Haukeli road tunnel constructed between 1968 and 1969. The rebar is 20 mm in diameter and 2.4 m long (Pedersen and Hafsaas 1991). **b** Pipe bolt used in Byfjord and Mastrafjord subsea road tunnels constructed between 1989 and 1992. The 3-m-long rock bolt, steel pipe

and accessories are hot-dip galvanized and epoxy coated (Espedal and Nærum 1992). **c** CT-Bolt used in the Frøya subsea road tunnel constructed between 1998 and 2000. The 3-m-long rock bolt, rebar and accessories are hot-dip galvanized and epoxy coated (Holmøy et al. 2009)

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