VETIVER SYSTEM FOR BRIDGE APPROACH STABILISATION

Dr. Paul Truong - TVNI Technical Director, Brisbane, Australia

All materials in this document remain the property of TVNI. Permission must be obtained for their use. Copyright © 2016

Vetiver System

- The Vetiver System (VS) is a new Bioengineering technology based on the use of vetiver grass (Chysopogon zizanioides L.) in various applications
- VS has been developed in the last 20 years through extensive research, development and applications worldwide.
- VS has been used successfully for flood erosion control and riverbank stabilisation in Australia, Asia Africa and Latin America.
- The main advantages of VS are that it is effective, practical and a low cost method of flood erosion control and riverbank stabilisation.



Special Characteristics of Vetiver Grass

The following characteristics make vetiver grass highly effective for flood erosion control and riverbank stabilisation:

- A deep, penetrating and extensive root system that binds the soil, and reinforces the soil structure which requires extraordinary force to dislodge.
- Erect and stiff stems forming a dense hedge which is very effective in retarding water flow and reducing the erosive power of the strong current.
- The top portion of the vetiver plant is flexible and bends over under strong flow. The bent tops act as an energy dissipater
- Vetiver is tolerant to drought, saline, sodic and acidic soil conditions.
- Vetiver survives under prolonged and complete submergence and it resumes growth after emerging from the water. Under partial submergence conditions, vetiver can remain indefinitely, as it was originally a wetland species.



Deep and Penetrating roots

One year old plant with 3.3m deep root system in Thailand



Submergence Tolerance Growing vigorously in water





Principles of the Vetiver System for River Bank Stabilisation

In flood erosion control and riverbank stabilisation the VS uses the deep and high tensile root system to reinforce the bank slopes and its dense and stiff stems to spread and Reduce current flow velocity.

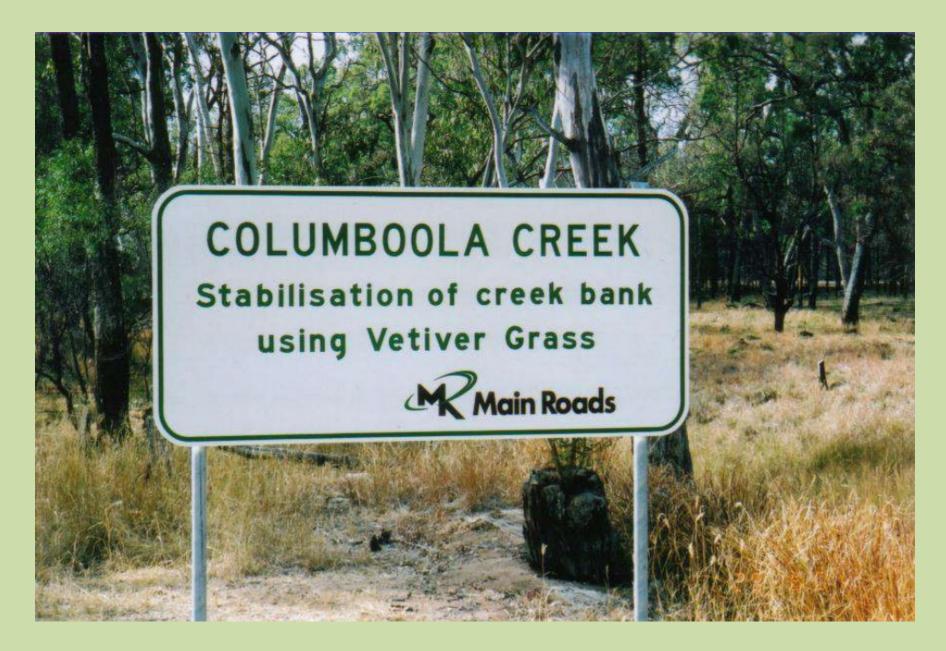
- To stabilise the bank steep gradients, horizontal rows planted on approximate contour lines
- To reduce flow velocity of the strong current thus preventing scouring from the strong flow; planting of cross rows is needed.
- For maximum effect, the cross rows are orientated at right angle to the flow direction.
- The spacing of both horizontal and cross rows varies with slope gradient and length, soil type, flow velocity and depth.



AUSTRALIAN APPLICATIONS

The followings are projected carried out in tropical and subtropical Australia







Approach was washed out after road realignment



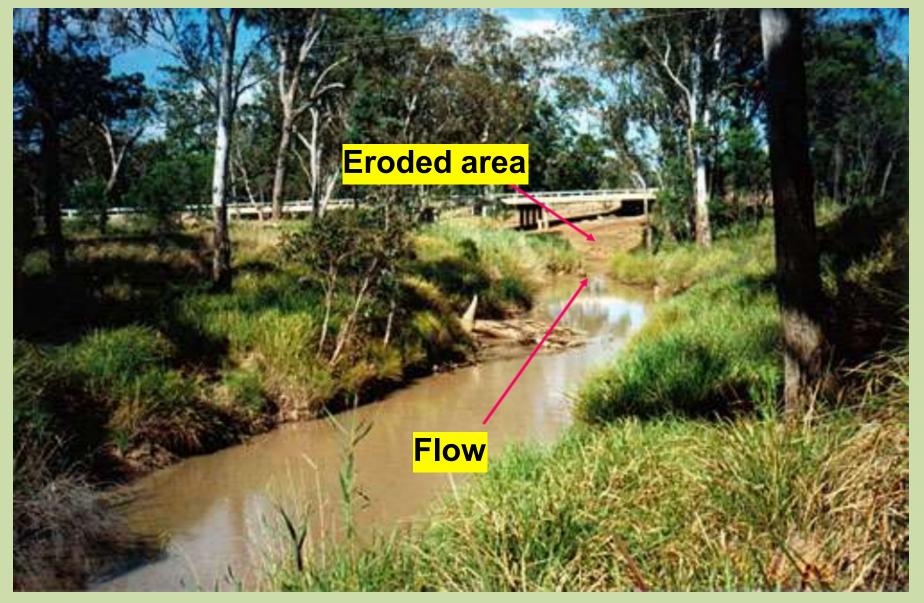


Severe erosion on the approach of the Coolumboola Creek bridge near Miles, Queensland. .





Erosion was caused by the change in flow direction





Vetiver was planted in contour rows to stabilise the batter and cross rows to reduce flow velocity







One month after planting





Six month after planting





18 months after planting (vetiver was frosted in winter but will resume growth in spring)





18 months after planting, note the bare area between rows





There were several big flows during the first summer and no damage occured. This approach is now well protected by the mature vetiver.





Five years after planting (Summer)











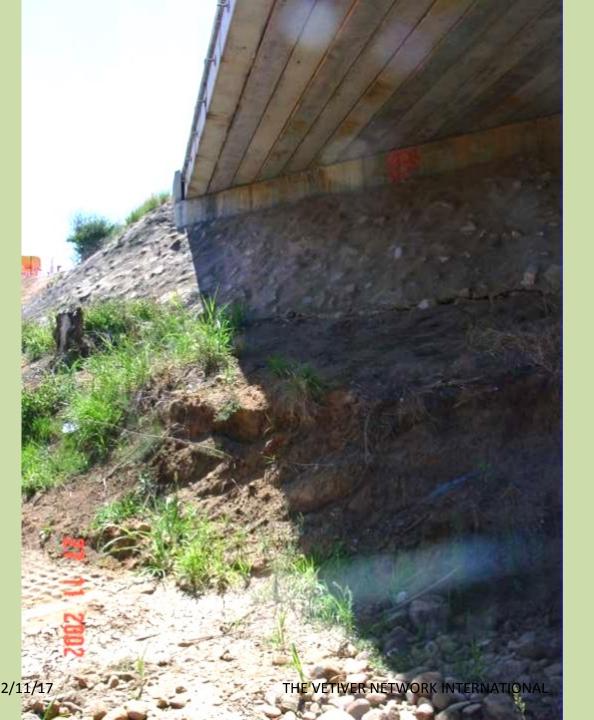


20

NEW GATTON BYPASS

SANDY CREEK BRIDGE APPROACH (Under Old Bridge)





Flash flood undercut approach

Planting on 3 Dec 2002





One month after planting





Seven weeks after planting, more than 30 cm growth





Three months after planting





One year after planting and through several flash floods





NEW GATTON BYPASS

SANDY CREEK BRIDGE ABUTMENT (Under New Bridge)



Undercut shotcrete and unprotected batter





New approach under new bridge built parallel to the old bridge





Planting on 24 November 2003









Four months after planting





Four months after planting





One year after planting







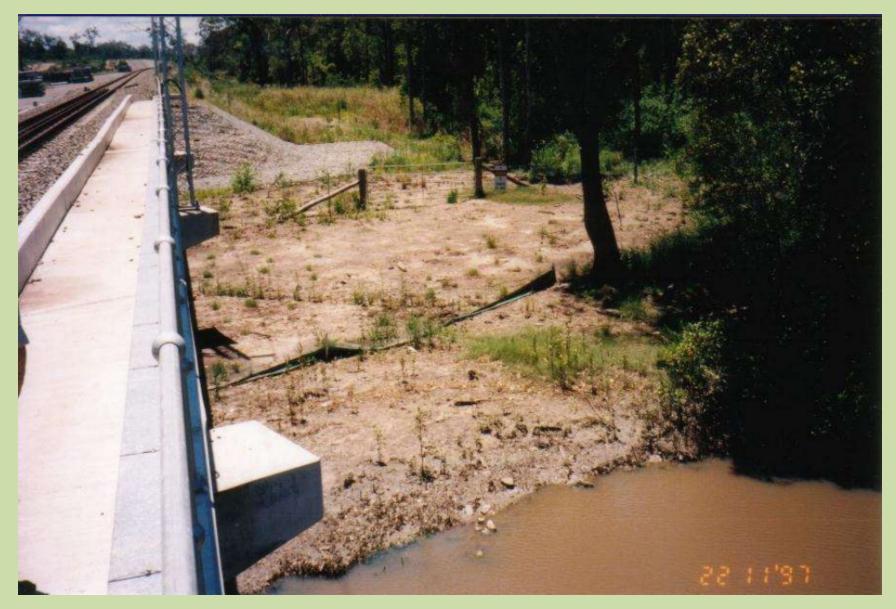


Bridge Abutment Coomera Creek,

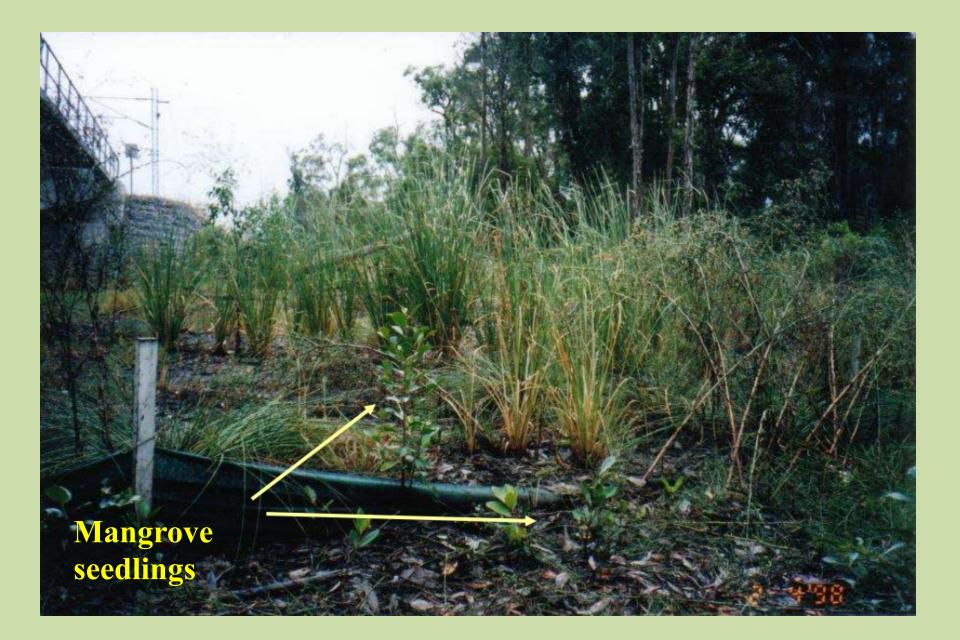
Brisbane - Robina Rail line



Coomera Creek, Queensland Rail, Brisbane – Robina line







whith the second

Bridge abutment of a tidal creek



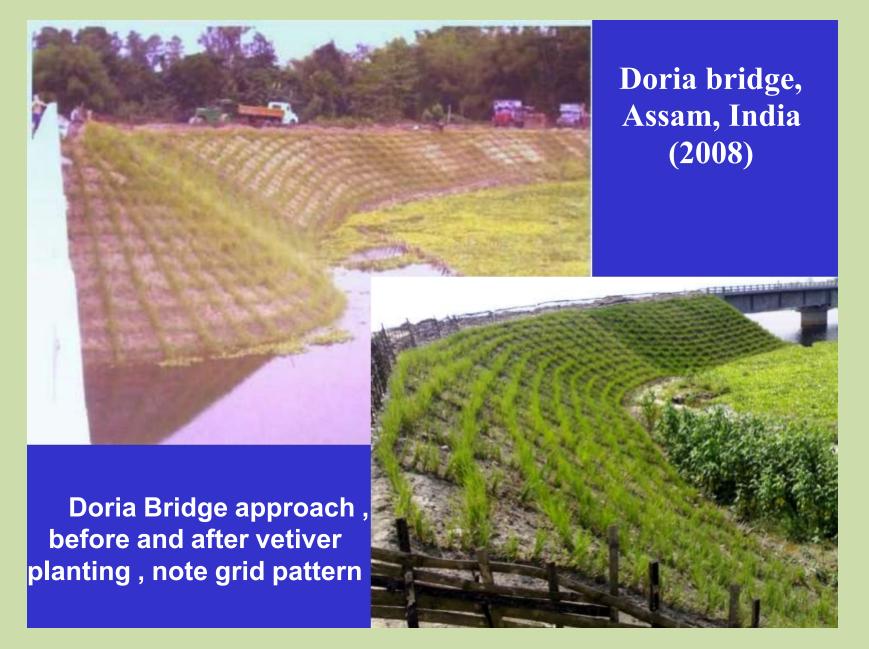
Bridge Approach

ASSAM, INDIA

By

Shantanoo Bhattacharyya
Executive Engineer, PWD, Assam
TVNI Coordinator, Eastern India Vetiver Network









Doria Bridge approach, six months after planting, note grid pattern

















