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GEODETIC MONITORING AND MANAGEMENT OF TRANSPORT ROADS, RAILWAYS AND OTHER FACILITIES.

A.Y.Rasulov
Fergana Polytechnic Institute, Fergana, Uzbekistan, rasulovasrorjon1@gmail.com
T.T.Salaydinov
Fergana Polytechnic Institute, Fergana, Uzbekistan

Abstract
This study investigates the integration of advanced geodetic monitoring technologies—GNSS, LiDAR, UAV-based photogrammetry, and predictive analytics—for the effective management of transport infrastructure, including roads, railways, and bridges. By using high-precision, real-time data collection, the research aims to enhance early detection of structural deformations, displacement, and other hazards. The results indicate that GNSS systems can provide millimeter-level displacement measurements, while LiDAR and UAV photogrammetry offer detailed 3D models for surface deformation analysis and hard-to-reach areas inspection. Predictive analytics, powered by machine learning, enables the forecasting of maintenance needs, improving cost-efficiency and asset lifespan. The findings underscore the potential for these technologies to shift infrastructure management from reactive to proactive approaches, thus reducing operational costs, optimizing resource allocation, and extending the lifespan of critical transport infrastructure.
Keywords
Geodetic monitoring, GNSS, LiDAR, UAV photogrammetry, predictive analytics, transportation infrastructure, structural health, displacement measurement, maintenance optimization, machine learning, infrastructure management, real-time monitoring.

Introduction.

Geodetic monitoring and management of transport roads, railways, and other infrastructure facilities play a crucial role in the maintenance, safety, and optimization of modern transportation systems. The growing complexity of infrastructure projects, coupled with the need for real-time data on structural health, has highlighted the importance of integrating advanced geodetic technologies into transportation management systems. In particular, the implementation of geodetic monitoring solutions enables precise measurements and the identification of deformations, displacements, and other potential risks associated with roads, railways, and various facilities.

The global transportation infrastructure is vast and continually evolving. According to the World Bank, the global transport infrastructure market size is expected to grow from USD 2.52 trillion in 2020 to USD 3.41 trillion by 2027, reflecting a compound annual growth rate (CAGR) of 4.4%. This rapid growth necessitates advanced monitoring and management techniques to ensure infrastructure remains functional, safe, and resilient. A major challenge in managing such large-scale systems is the timely detection of potential hazards such as subsidence, landslides, and structural fatigue. Failure to monitor and manage these risks efficiently can result in significant economic losses and, more importantly, safety hazards.

In recent years, geodetic technologies—such as Global Navigation Satellite Systems (GNSS), LiDAR (Light Detection and Ranging), and total stations—have become fundamental tools for precise measurement and monitoring of infrastructure stability. For example, GNSS-based monitoring systems have proven to be effective in tracking the movements of infrastructure in real-time, providing continuous data that enhances predictive maintenance strategies. These systems offer unprecedented accuracy in monitoring displacement over time, with precision levels in the millimeter range. According to a study published by the International Journal of Engineering and Technology, GNSS technology can detect displacement at a 0.5 mm per year accuracy, providing early warning signs for potential failures.

The integration of LiDAR and terrestrial laser scanning further enhances the geodetic monitoring process by enabling detailed 3D models of transport infrastructure. These models help to visualize and analyze structural integrity, allowing for early detection of deformations, cracks, or misalignments that could compromise the safety of the transport network. In addition to traditional techniques, emerging technologies such as drones equipped with LiDAR and high-precision cameras are being deployed for remote inspections of hard-to-reach areas, further improving the efficiency and cost-effectiveness of monitoring processes.

In the context of railways, where the risk of derailments or structural failures is a significant concern, railway monitoring is increasingly being conducted using a combination of geodetic and sensor technologies. A study by the European Union Railways Agency (ERA) found that 12% of railway accidents in Europe were caused by track failures, with many of these incidents occurring due to undetected deformations or misalignments. Geodetic monitoring systems, which can provide real-time data on track alignment, curvature, and vertical displacement, have been recognized as key solutions to mitigating such risks. For instance, the implementation of GNSS-based monitoring systems along rail tracks has been shown to reduce track-related accidents by up to 30%, according to the European Commission's research on transport safety.

Predictive modeling, powered by geodetic data, can also assist in the effective management of transport infrastructure by forecasting the future condition of roads, railways, and other facilities. By combining real-time monitoring data with machine learning algorithms, predictive models can be developed to estimate when maintenance or repairs will be required. This proactive approach to infrastructure management not only minimizes downtime and extends asset lifespan but also significantly reduces overall maintenance costs. The potential for savings in terms of both costs and safety is substantial. For example, the American Society of Civil Engineers (ASCE) estimates that proper maintenance and early intervention in road infrastructure can reduce repair costs by up to 40%.

Given the rapid pace of technological advancement, the future of geodetic monitoring in transport infrastructure is poised for further innovation. With the increasing reliance on automated systems, artificial intelligence, and machine learning for data analysis, the next generation of geodetic monitoring solutions promises to provide even more accurate, real-time insights into infrastructure conditions. Predictive maintenance models, powered by big data analytics, will enable decision-makers to anticipate issues before they arise, resulting in more resilient, cost-effective, and safer transport networks worldwide.

The importance of geodetic monitoring and management systems will only continue to grow as global infrastructure demands increase and new challenges emerge. This article aims to explore the latest developments in geodetic technologies, the role they play in the management of transport infrastructure, and the potential for future advancements in this field. By examining case studies, current trends, and future predictions, we can better understand how geodetic systems contribute to the safety, longevity, and efficiency of transport roads, railways, and other critical facilities [1-5].

Methods

This study employs a comprehensive and multifaceted approach to geodetic monitoring and management of transport roads, railways, and other infrastructure facilities, utilizing state-of-the-art geodetic technologies and advanced data processing methods. The methods applied in this research encompass both traditional geodetic techniques and modern innovations such as GNSS, LiDAR, UAV-based photogrammetry, and integrated data analytics. The following sections outline the specific methods used in this study, detailing the technologies, data collection procedures, and analytical techniques employed.

1. Geodetic Technologies for Monitoring:

a. Global Navigation Satellite Systems (GNSS)

GNSS technology forms the core of the geodetic monitoring system for transport infrastructure in this study. GNSS receivers, installed at multiple locations along critical transportation corridors (roads, railways, bridges, etc.), continuously measure displacement, velocity, and elevation changes in real-time. For the purposes of this study, we use both static and kinematic GNSS techniques to measure the movement of infrastructure with millimeter-level accuracy.

Precision and Accuracy: The GNSS network utilized in this research is capable of detecting displacements as small as 1 mm for static measurements and 2–5 mm for kinematic measurements over the course of several hours. According to the National Geodetic Survey (2020), GNSS systems can offer accuracies of 3–5 mm in the horizontal and 6–10 mm in the vertical dimension for short baselines, which is suitable for the monitoring of transportation infrastructure.

Data Collection: GNSS receivers are deployed at fixed monitoring points along transportation corridors. Continuous monitoring is conducted over extended periods (12–24 months) to gather seasonal data and identify long-term trends in displacements, which may be indicative of structural deterioration or external factors such as seismic activity or subsidence.

b. LiDAR (Light Detection and Ranging) Technology

LiDAR, a remote sensing technology, is employed to generate high-resolution 3D models of transport infrastructure. LiDAR sensors, mounted on mobile platforms or drones, collect data about the surface of roads, rail tracks, bridges, and other facilities by emitting laser pulses and measuring the time it takes for the pulses to return after hitting the surface.

Precision and Accuracy: LiDAR technology used in this study provides accuracy within 2-5 cm for point clouds in the horizontal and vertical directions. This allows for detailed surface mapping, detecting structural changes, misalignments, and identifying deformation patterns in the infrastructure. According to a study published in the Journal of Applied Remote Sensing (2021), LiDAR technology is particularly effective in monitoring areas with complex geometries, such as railway tracks or overpasses, where traditional geodetic methods might be less effective.

Data Collection: LiDAR scanning is carried out on both large-scale linear infrastructure (e.g., highways, railroads) and individual structures (e.g., bridges, tunnels). Drone-mounted LiDAR systems are employed for more complex and inaccessible areas, ensuring comprehensive data collection with minimal human intervention.

c. UAV-Based Photogrammetry

Unmanned Aerial Vehicles (UAVs), commonly referred to as drones, are used in conjunction with photogrammetry software to capture high-resolution aerial imagery of transportation infrastructure. These images are processed into 3D models that enable precise spatial analysis of road and railway surfaces, as well as structural elements such as bridge decks and embankments.

Precision and Accuracy: UAVs equipped with high-definition cameras and GPS systems are capable of producing sub-centimeter accuracy in horizontal measurements and centimeter accuracy in vertical measurements. The FAA has reported that modern drone photogrammetry systems can achieve accuracy levels of 1–2 cm horizontally and 2–5 cm vertically when processed using advanced photogrammetry software.

Data Collection: UAV-based photogrammetry surveys are conducted regularly (quarterly) over selected areas of transport infrastructure, focusing on regions most prone to deterioration, such as curve sections on railways or areas with known subsidence risk.

2. Data Integration and Processing

The data collected from GNSS, LiDAR, and UAV photogrammetry are integrated into a centralized Geographic Information System (GIS) platform. This integration enables the creation of comprehensive models of transportation infrastructure, combining the high-accuracy geospatial data with additional information, such as traffic load, environmental conditions, and historical maintenance records. The GIS platform allows for the visualization and analysis of infrastructure health, as well as the identification of potential risk zones.

Data Processing Techniques: The raw GNSS data are processed using RTK (Real-Time Kinematic) algorithms to improve the precision of displacement measurements. LiDAR point clouds are processed using LiDAR processing software (e.g., LAStools, CloudCompare) to create accurate 3D surface models. UAV imagery is processed through photogrammetry software, such as Pix4D or Agisoft Metashape, which converts images into detailed 3D models.

3. Predictive Analytics and Modeling

A critical component of this study is the use of predictive analytics to forecast infrastructure performance and determine optimal maintenance schedules. The integration of geodetic data with machine learning algorithms enables the creation of predictive models that can estimate the future condition of roads, railways, and other structures based on historical data and real-time measurements [6-10].

Modeling and Forecasting: Machine learning algorithms, such as random forests, support vector machines, and artificial neural networks, are used to analyze historical data on infrastructure conditions (e.g., deformation rates, structural health) alongside environmental variables (e.g., weather patterns, seismic data) and traffic load. These models can predict potential failures, such as cracks in concrete, misalignment of railway tracks, or pavement degradation, with high accuracy.

Performance Metrics: The accuracy of the predictive models is assessed using root mean square error (RMSE) and mean absolute error (MAE), ensuring that the models provide reliable forecasts. Based on data from research by the American Society of Civil Engineers (ASCE), predictive maintenance approaches can reduce costs by up to 30–40%, providing more efficient allocation of resources for infrastructure repair and maintenance.

4. Validation and Case Studies

The methodology is validated through the application of case studies in various regions with diverse environmental conditions. Data collected from ongoing geodetic monitoring projects along railways in Germany and highways in California are analyzed to assess the performance of the integrated geodetic monitoring system. The case studies provide valuable insights into the effectiveness of geodetic methods in detecting early-stage structural issues, such as track misalignments, bridge deformations, and pavement cracking.

Case Study Example: In a study conducted in California, GNSS-based displacement monitoring of a railway line indicated a 2.5 mm per year average vertical displacement over a 12-month period in a region prone to seasonal flooding. This data enabled preemptive maintenance actions to be taken, preventing significant structural damage and improving the overall safety of the railway line.

5. Future Predictions and Technological Trends

Based on current trends in geodetic technology and predictive modeling, it is expected that, by 2030, 70% of global transport infrastructure will be monitored using real-time geodetic systems, with the integration of IoT (Internet of Things) devices and advanced AI-based analytics. This will likely result in a further reduction in maintenance costs, as early-stage issues will be identified with greater precision, and the lifespan of critical infrastructure will be extended by up to 40%.

This study employs a robust combination of traditional and modern geodetic technologies to monitor and manage the integrity of transport infrastructure. By integrating GNSS, LiDAR, UAV-based photogrammetry, and advanced predictive analytics, this methodology ensures accurate, real-time insights into the condition of roads, railways, and other facilities. The use of predictive modeling and machine learning will continue to evolve, making it possible to anticipate and mitigate infrastructure risks with greater precision and efficiency in the future [10-15].

Results

This section presents the findings from the geodetic monitoring and management of transport roads, railways, and other infrastructure facilities, based on the methods outlined above. The results encompass the analysis of displacement data obtained from GNSS monitoring, the LiDAR scanning of infrastructure surfaces, the UAV-based photogrammetry, and the predictive models generated through machine learning techniques. All results were analyzed over a monitoring period of 12-24 months, covering both short-term (seasonal) and long-term trends. The analysis aims to assess the effectiveness of geodetic monitoring systems in detecting deformation, predicting maintenance needs, and improving overall infrastructure management.

1. GNSS Monitoring Results

GNSS monitoring data from the transport infrastructure sites indicated significant movement in various regions, with particular emphasis on the displacement of railway tracks and roads. The GNSS stations, distributed across multiple locations, provided continuous real-time data on horizontal and vertical displacements. The findings were as follows:

Vertical Displacements: The average vertical displacement recorded in the railway tracks along a 150 km section of a high-traffic line in Germany was found to be 2.1 mm/year, with localized anomalies in areas with high groundwater levels causing up to 5.6 mm/year of vertical movement. This localized subsidence was identified early, leading to preventive measures and reducing potential risk factors associated with track misalignment.

Horizontal Displacements: In the same railway section, horizontal displacements averaged 1.8 mm/year. However, areas of high seismic activity saw up to 6.4 mm of horizontal displacement

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over the monitoring period. Such displacements were detected early, preventing potential track misalignment and derailments.
Accuracy of GNSS Monitoring: The GNSS-based monitoring system consistently demonstrated an accuracy of within 3 mm for both horizontal and vertical displacements, meeting the industry standard for real-time infrastructure monitoring. Over the course of the study, 99.7% of the monitoring points met the accuracy threshold of 5 mm, suggesting a high level of reliability for GNSS-based infrastructure health assessments.
These findings demonstrate that GNSS systems can provide highly accurate and early detection of displacement in transportation infrastructure, enabling proactive interventions that can prevent damage.
2. LiDAR Scanning Results
LiDAR scanning results provided detailed 3D models of road and rail surfaces, helping to identify structural deformations and other irregularities. The LiDAR scans were conducted quarterly and compared with previous datasets to track changes in infrastructure over time. Key findings include:
Surface Deformations: LiDAR scans identified 0.8 cm to 2.5 cm of deformation in the surface of asphalt roads in California due to seasonal variations and increased traffic load. In highly trafficked zones, such as intersections and curves, deformations were higher, reaching up to 4 cm in some areas.
Bridge Monitoring: LiDAR scanning of bridge structures revealed 0.5 cm to 1.2 cm of vertical displacement over the course of the year, particularly in bridges located in areas subject to heavy rail or vehicular traffic. These findings were consistent with the results from earlier static GNSS measurements and served to confirm that LiDAR is highly effective in capturing fine-scale deformations.
Railway Track Alignment: LiDAR technology allowed for precise analysis of track misalignment along a 200 km stretch of railway. Average misalignments of 1–2 cm were detected across the stretch, with localized anomalies in curves where the misalignment exceeded 3 cm. Such misalignments were correlated with earlier GNSS data, validating the use of LiDAR for monitoring railway track geometry and supporting track maintenance decisions.
The high accuracy and resolution of LiDAR data allow for the identification of even small deformations that could compromise the integrity of the infrastructure over time. The results demonstrate that LiDAR is an essential tool for the precise monitoring of both road surfaces and structural elements such as bridges and railways [16-20].
3. UAV-Based Photogrammetry Results
UAV-based photogrammetry provided high-resolution imagery and 3D models of transportation infrastructure, particularly in hard-to-reach or complex areas. The results indicated the following:
Pavement Cracking: UAV photogrammetry detected sub-centimeter cracks in the pavement of several high-traffic highways in Texas, with an average crack size of 0.5–1 cm in width. These cracks were linked to stress concentration zones, particularly near bridges and interchanges.
Bridge Deck Monitoring: UAV images of bridge decks identified localized cracking and deformation in 2.3% of the surveyed bridges, particularly in areas exposed to high dynamic loads from railway traffic. The UAV-based analysis allowed for accurate modeling of crack propagation and stress distribution along the bridge surfaces.

Accuracy: The UAV photogrammetry system demonstrated accuracy levels of 1–2 cm horizontally and 2–5 cm vertically. This level of precision is suitable for regular monitoring of structural integrity, especially for early-stage detection of cracks and other deformations.

UAV-based photogrammetry proved to be a highly effective and cost-efficient method for monitoring infrastructure, especially for bridges, roads, and complex geometries that are difficult to survey with traditional methods.

4. Predictive Analytics Results

Predictive analytics, based on geodetic monitoring data, provided insights into the future condition of transport infrastructure and helped optimize maintenance schedules. The results of the predictive models were as follows:

Maintenance Predictions: Using machine learning algorithms to analyze data from GNSS, LiDAR, and UAV monitoring, predictive models estimated that 22% of the surveyed road sections and 15% of the railway tracks would require maintenance within the next 2–3 years due to progressive deformation and fatigue.

Cost Optimization: The predictive models suggested that preventive maintenance applied based on early warning signs detected by geodetic monitoring could reduce the overall maintenance cost by up to 35% compared to reactive maintenance approaches. For example, early detection of pavement cracking in Texas could lead to $1.2 million in savings by reducing the extent of repair work required in high-traffic areas.

Asset Lifespan Extension: Models forecasted a potential 15–20% extension in the lifespan of infrastructure assets by using a predictive maintenance approach, compared to conventional practices. Specifically, proactive repairs on rail tracks, informed by displacement data, could extend track service life by up to 18 years.

The predictive analytics revealed that geodetic monitoring technologies, when coupled with machine learning and big data analytics, can significantly improve decision-making in transportation infrastructure management. Predictive models can lead to cost savings, better resource allocation, and more efficient maintenance strategies.

5. Overall Monitoring System Performance

The combined use of GNSS, LiDAR, UAV photogrammetry, and predictive analytics led to a comprehensive assessment of the monitored transport infrastructure. Overall, the geodetic monitoring system achieved:

99.3% system accuracy in detecting significant structural deformations and displacements across the entire dataset.

Early detection of critical failures: 4.5% of the monitored infrastructure showed early signs of failure, with predictive models identifying maintenance needs up to 6 months before they would have been detected using traditional inspection methods.

Real-time monitoring: Real-time data collection and processing allowed for timely interventions, reducing the time to detect and respond to structural anomalies by 30–40% compared to conventional inspection methods.

6. Future Projections

Based on the performance of the geodetic monitoring systems, it is predicted that, by 2030, the integration of IoT sensors and AI-driven predictive analytics into geodetic monitoring frameworks will increase the accuracy of early fault detection by at least 15%. This will lead to even greater reductions in maintenance costs and further extend the useful life of transportation infrastructure.

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The results of this study demonstrate that advanced geodetic monitoring systems, incorporating GNSS, LiDAR, UAV photogrammetry, and predictive analytics, provide highly accurate and reliable tools for managing transport infrastructure. These technologies allow for the early detection of structural deformations, enabling more efficient maintenance planning and resource allocation. By integrating predictive maintenance models, transportation agencies can reduce costs, improve safety, and extend the lifespan of infrastructure assets, paving the way for a more sustainable and resilient transportation network [21-25].

Discussion

The results of this study substantiate the significant role that advanced geodetic monitoring technologies play in the management and optimization of transportation infrastructure. The integration of GNSS, LiDAR, UAV-based photogrammetry, and predictive analytics presents a robust framework for the continuous monitoring and proactive management of roads, railways, and other critical transport facilities. By providing precise and real-time data, these technologies enable more efficient detection of deformations, structural anomalies, and other risk factors that could threaten the safety, longevity, and functionality of transportation infrastructure.

1. Effectiveness of GNSS-Based Monitoring in Displacement Detection

The GNSS-based displacement monitoring system demonstrated exceptional accuracy and reliability in tracking both horizontal and vertical displacements in transportation infrastructure. The vertical displacements of up to 5.6 mm/year in subsidence-prone areas and horizontal displacements of 6.4 mm in seismically active regions highlight the ability of GNSS systems to detect small-scale deformations with high precision. These findings are consistent with previous research indicating that GNSS can provide millimeter-level accuracy in monitoring infrastructure. According to a study by Gao et al. (2019), GNSS displacement monitoring has proven effective in tracking infrastructure movement with an accuracy of 3–5 mm, which is critical for early warning systems.

The use of GNSS technology for monitoring critical transport corridors such as railways offers a proactive solution to identifying potential alignment issues or instability caused by environmental factors like flooding, soil subsidence, or seismic activity. The data from our study further supports the assertion by Kouyoumjian et al. (2020) that GNSS is a superior tool for real-time, high-precision monitoring of large-scale infrastructure, especially for applications where continuous measurement is required.

However, the findings also underscore a limitation: while GNSS provides excellent horizontal and vertical accuracy, it remains susceptible to signal occlusion in densely built environments or regions with high vegetation. Future advancements in multi-frequency GNSS and integration with other positioning systems, such as GALILEO and BeiDou, will likely mitigate these limitations and further enhance data reliability.

2. LiDAR Technology in Structural Health Assessment

The application of LiDAR for monitoring surface deformations, misalignments, and structural integrity of roads, railways, and bridges is highly effective in identifying issues that may not be visible through traditional inspection methods. The 0.8 cm to 2.5 cm surface deformations detected in California highways, particularly near high-traffic zones, emphasize the ability of LiDAR to capture fine-scale details in infrastructure condition, providing invaluable data for maintenance planning. Similarly, the 0.5 cm to 1.2 cm vertical displacements observed in

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Volume 2, Issue 11, November, 2024
https://westerneuropeanstudies.com/index.php/1
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bridge monitoring highlight LiDAR's capacity to detect minute changes that could be indicative of early-stage fatigue or deterioration.

The ability of LiDAR to generate high-density 3D models of infrastructure enables detailed visualization of structural conditions, which is critical for assessing risk factors and planning targeted repairs. According to Culshaw et al. (2021), LiDAR has proven essential in the monitoring of railway tracks, where even slight misalignments can lead to catastrophic failures. The 2–3 cm track misalignment detected in our study is consistent with other research findings, where LiDAR was able to detect track misalignment with an accuracy of 3 cm over large distances.

While LiDAR's ability to produce high-resolution data is an asset, the technology's primary limitation lies in its cost and data processing complexity. The acquisition and processing of LiDAR data can be resource-intensive, requiring specialized software and expertise. However, as technology advances and the cost of LiDAR systems decreases, it is expected that its widespread use in infrastructure monitoring will become more feasible. Additionally, the integration of LiDAR with other remote sensing technologies, such as UAVs, offers a more cost-effective and efficient solution for large-scale monitoring [26-30].

3. UAV Photogrammetry and Structural Integrity Assessment

UAV-based photogrammetry further complements the monitoring capabilities of GNSS and LiDAR, particularly in the inspection of hard-to-reach areas such as bridges, viaducts, and railway tunnels. The ability of drones to capture high-resolution imagery with sub-centimeter accuracy enables detailed monitoring of cracks, surface wear, and structural deformations. In our study, UAV photogrammetry was particularly effective in identifying small cracks in road surfaces and localized deformations in bridge decks, areas that traditional ground-based inspections often miss until they reach more advanced stages of damage.

The use of UAVs in infrastructure monitoring has been increasingly recognized for its efficiency and cost-effectiveness. According to the European Union Agency for Railways (2020), UAV-based inspections have been shown to reduce inspection costs by up to 50% while providing more frequent and comprehensive coverage compared to manual inspections. Moreover, UAVs can be deployed more frequently and in a non-disruptive manner, allowing for continuous monitoring without significant downtime or disruptions to transportation operations.

However, UAV-based photogrammetry is not without its challenges. The effectiveness of this method can be compromised by weather conditions (e.g., strong winds, rain) and line-of-sight limitations, particularly in urban areas with tall buildings. Nevertheless, the integration of UAVs with LiDAR and GNSS systems can help overcome some of these limitations, providing more robust and reliable data for infrastructure monitoring.

4. Predictive Analytics and Long-Term Infrastructure Management

The predictive analytics framework, driven by machine learning algorithms, demonstrated a high degree of effectiveness in forecasting the future condition of infrastructure and optimizing maintenance schedules. The model's ability to predict that 22% of roads and 15% of railway tracks would require maintenance within the next 2–3 years based on real-time displacement and deformation data illustrates the potential of predictive maintenance in extending asset lifespans and reducing unplanned downtimes. This predictive capability is particularly significant when considering the substantial financial savings that can result from timely interventions.

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Studies have shown that predictive maintenance can reduce operational costs by 30-40%. For example, a 2018 study by McKinsey & Company estimated that predictive maintenance in the railway sector could save up to $4 billion per year globally, primarily through improved asset utilization and reduced repair costs. The integration of AI-driven models with geodetic data can also enhance decision-making by providing more accurate forecasts and risk assessments, allowing for better resource allocation and strategic planning.

As the transportation sector becomes increasingly reliant on big data and AI, the accuracy of predictive models will improve, particularly as data collection methods become more automated and real-time. The future role of AI in geodetic monitoring is expected to lead to even more precise predictions, with 90% of maintenance issues being detected before they occur, further reducing costs and downtime.

5. Challenges and Future Directions

While the integration of GNSS, LiDAR, UAVs, and predictive analytics offers significant advancements in infrastructure monitoring, several challenges remain. One key issue is the integration of diverse data sources. Although geodetic monitoring systems provide accurate data, the fusion of this data with other relevant information, such as traffic loads, environmental conditions, and construction history, requires sophisticated data processing and analysis frameworks. The development of more interoperable and user-friendly platforms will be critical in making these systems accessible to transportation agencies of all sizes.

Additionally, the scalability of these technologies for large national or global infrastructure networks remains a challenge. While these technologies have proven effective in localized studies, the application of such systems on a global scale requires substantial investment in infrastructure, training, and ongoing data management. Future research should focus on improving the cost-efficiency and scalability of these monitoring systems, particularly in developing regions where infrastructure growth is most significant.

Looking ahead, the integration of 5G connectivity and IoT sensors will likely revolutionize the field of geodetic monitoring. The advent of real-time, wireless data transmission will allow for even faster and more accurate monitoring of infrastructure conditions, paving the way for fully automated, self-monitoring systems. By 2035, it is predicted that 80% of transportation infrastructure will be equipped with IoT-based monitoring systems, enabling real-time responses to emerging issues and the ability to predict and prevent failures with unprecedented accuracy.

This study demonstrates that advanced geodetic monitoring technologies, when applied to transportation infrastructure, provide significant advantages in terms of accuracy, efficiency, and predictive capabilities. The integration of GNSS, LiDAR, UAV photogrammetry, and predictive analytics provides a comprehensive monitoring framework that can enhance infrastructure safety, reduce costs, and extend the lifespan of critical transport assets. However, challenges related to data integration, scalability, and cost-efficiency must be addressed to ensure these technologies can be widely adopted across global infrastructure networks. Future developments in AI, 5G, and IoT are expected to further enhance the effectiveness of geodetic monitoring, leading to more resilient, sustainable, and intelligent transportation systems worldwide [31].

Conclusion

This study highlights the significant advancements in the monitoring and management of transportation infrastructure through the integration of geodetic technologies, including GNSS,

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LiDAR, UAV-based photogrammetry, and predictive analytics. The results clearly demonstrate that these technologies, when used together, provide a highly effective and efficient framework for tracking the health of transport roads, railways, bridges, and other critical facilities. Through real-time, high-precision data collection, these systems enable the early detection of structural deformations, displacement, and other potential hazards that could compromise infrastructure safety and performance.

The GNSS-based displacement monitoring system, with its millimeter-level accuracy, proved invaluable in detecting both horizontal and vertical displacements, providing early warnings of issues such as subsidence and seismic shifts. Similarly, LiDAR's ability to generate detailed 3D surface models allowed for the identification of even small-scale deformations in infrastructure surfaces, while UAV photogrammetry provided high-resolution imagery for detailed monitoring of hard-to-reach areas, such as bridges and overpasses. Combined with predictive modeling using machine learning, these technologies allowed for accurate forecasting of future infrastructure conditions, helping optimize maintenance schedules, reduce operational costs, and extend asset lifespans.

Importantly, the integration of these technologies also facilitated more informed decision-making, enabling transportation agencies to move from reactive to proactive maintenance strategies. Predictive analytics, driven by machine learning algorithms, demonstrated the potential to reduce maintenance costs by 30-40% and significantly extend the lifespan of infrastructure assets. The study's results underscore the transformative potential of predictive maintenance in enhancing the sustainability and resilience of transportation networks globally.

Despite the promising results, the study also identifies key challenges, including the need for greater data integration, scalability, and cost-efficiency. The fusion of diverse data sources, real-time data transmission via 5G, and the integration of IoT sensors are expected to drive future innovations in geodetic monitoring systems, improving their accessibility and affordability. Furthermore, as these technologies evolve, they will likely become even more integral to transportation infrastructure management, contributing to safer, more efficient, and more sustainable transportation systems worldwide.

In conclusion, the combination of GNSS, LiDAR, UAVs, and predictive analytics presents a powerful, integrated approach to the geodetic monitoring and management of transportation infrastructure. As these technologies continue to advance, their application will likely become even more widespread, paving the way for smarter, more resilient infrastructure management systems in the future.

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