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TECHNOLOGY FOR INFRASTRUCTURE INTELLIGENCE AND RESILIENCE : A REVIEW

Chusnul Chotimah[1], Anggi Fadila Cahyani [1], Rio Embun Pratama[1*]
[1]Master of Civil Engineering, Universitas Negeri Semarang
Correspondence: Chotimah.chusnul13@students.unnes.ac.id anggifadila04@students.unnes.ac.id rioembunp@students.unnes.ac.id

ABSTRACT

Abstract: Modern civil infrastructure faces significant challenges related to inefficient manual inspections, vulnerability to natural hazards, and limitations in realtime monitoring and predictive maintenance. This study synthesizes findings from five key technological domains—3D point cloud, resilience integration in transportation asset management, multimodal deep fusion, digital twin, and selfsensing concrete—to evaluate their transformative potential for infrastructure management. Using a multidisciplinary methodology that combines systematic literature review, quantitative–qualitative data analysis, advanced computational modeling, and multimodal data integration, this research develops a holistic framework for datadriven monitoring and decisionmaking. The analysis reveals substantial improvements in inspection accuracy, early damage detection, maintenance efficiency, and disaster risk mitigation, achieving conditionassessment accuracy of 90–95%, maintenance cost reductions of up to 30%, and accelerated postdisaster inspections through highprecision 3D reconstruction. Synergies across technologies—such as integrating digital twins with selfsensing concrete signals and point cloud data—enable adaptive, predictive, endtoend structural health monitoring. However, the study also identifies challenges including large data requirements, high computational costs, multimodal integration complexity, and technological gaps in developing regions. Overall, the findings highlight the strategic role of advanced technologies in developing intelligent, resilient, and sustainable infrastructure, while offering recommendations for data standardization, advanced AI adoption, and largescale implementation for future transportation networks.

Keywords: 3D Point Cloud, Transportation Asset Management, Multimodal Deep Fusion, Digital Twin Technologies, Self-Sensing Concrete

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A. BACKGROUND

Civil infrastructure particularly transportation networks such as bridges, roadways, and urban mobility systems faces critical challenges arising from aging structures, inefficient manual inspection methods, vulnerability to natural disasters, and limited access to realtime structural information. Conventional inspection practices heavily rely on visual assessments and the subjective judgment of inspectors, making them prone to human error and inconsistent data quality. Furthermore, disaster events such as earthquakes, floods, and extreme weather accelerate structural degradation and disrupt socioeconomic activities, while the lack of predictive maintenance tools increases operational costs and public safety risks. These problems underscore the urgent need for more advanced, datadriven, and automated technological solutions that can ensure the durability, resilience, and sustainability of modern civil infrastructure systems.

Partners and stakeholders involved in infrastructure management—such as local governments, public works agencies, and transportation operators—face several recurring operational challenges. These include limited technical capacity for implementing advanced monitoring systems, insufficient integration of resiliencebased decisionmaking, and dependence on costly manual assessments that delay maintenance actions. In postdisaster scenarios, agencies struggle to conduct rapid yet accurate inspections due to limited human resources and inadequate tools, resulting in prolonged downtime and increased risk to public safety. These circumstances justify the urgent need for communityoriented initiatives and capacitybuilding programs that introduce emerging technologies such as digital twins, 3D point cloud inspection, multimodal AIbased assessment, and intrinsic selfsensing concrete to support infrastructure professionals in overcoming technical, financial, and operational barriers.

Findings from previous research strongly support the significance of introducing advanced sensing and computational technologies into infrastructure inspection and maintenance practices. (Ma et al., 2025) demonstrated that 3D point cloud scanning enables millimeterlevel accuracy in postdisaster bridge assessment, significantly reducing inspection time while improving the precision of deformation and damage detection. (Allen et al., 2023) revealed that integrating resilience and risk modeling into transportation asset management enhances decisionmaking by quantifying system robustness, redundancy, and recovery capacity—critical components for infrastructure exposed to natural hazards. (Momtaz et al., 2023) further highlighted that multimodal deep fusion, which combines visual and textual inspection data using advanced models such as VGG16 and BERT, can increase conditionassessment accuracy up to 95%, offering a viable alternative to manual evaluations. (Liu et al., 2023) reinforced the value of digital twin technology by demonstrating its capacity to connect physical structures with virtual models for realtime monitoring, predictive simulation, and optimal maintenance planning. Similarly,(Wang et al., 2024) emphasized the transformative potential of intrinsic selfsensing concrete, capable of detecting strain and damage without external sensors, supporting longterm structural health monitoring and disaster resilience. These studies collectively establish strong empirical foundations for adopting advanced infrastructure technologies.

Government policies and global development agendas further reinforce the urgency of adopting smart infrastructure solutions. National infrastructure development programs increasingly emphasize digital transformation, riskinformed asset management, and sustainability, aligning with global targets such as SDG 9 (Industry, Innovation, and Infrastructure) and SDG 11 (Sustainable Cities and Communities). Previous community service and research initiatives have also demonstrated the practical value of capacitybuilding activities that introduce emerging technologies to engineering practitioners, helping bridge the gap between academic research and realworld implementation. These policy and research alignments support the strategic relevance of implementing programs that empower infrastructure stakeholders to transition toward technologydriven practices.

To address the identified problems, this initiative proposes a comprehensive integration of advanced technologies into infrastructure monitoring and management workflows. The intervention includes structured training on 3D point cloud acquisition and processing for rapid inspection, handson workshops on digital twin development for predictive simulation, the introduction of multimodal deep fusion for AIassisted condition assessment, and applied demonstrations of selfsensing concrete for intrinsic structural monitoring. These activities aim to enhance stakeholders' technical competencies, promote datadriven decisionmaking, reduce reliance on manual inspections, and accelerate postdisaster recovery processes. The program will also facilitate knowledge exchange between researchers, engineers, and policymakers to strengthen multisector collaboration.

The ultimate objective of this initiative is to equip infrastructure stakeholders with the knowledge, tools, and practical skills necessary to adopt advanced technological solutions for enhancing infrastructure resilience, safety, and sustainability. By bridging research advancements with realworld engineering practice, the program aims to foster longterm capacity building and support the development of intelligent and resilient civil infrastructure systems.

B. IMPLEMENTATION METHODS

The research method adopts a comprehensive multidisciplinary approach, combining literature review, advanced computational simulations, qualitative and quantitative data analysis, and empirical field studies. This approach is designed to synthesize insights from multiple sources, validate models through triangulation, and develop practical recommendations that can be applied at the scale of civil infrastructure. This method is inspired by modern research practices, such as in the fields of AI and materials science, and ensures reliability through detailed documentation and reviews. The partnership profile summarizes global public and academic entities as validators supporting methodologies including the provider of the multimodal bridge inspection report dataset by the Virginia Department of Transportation (VDOT), the provider of post-disaster case studies for 3D point cloud inspections by the Janjing Bridge Management Agency, the manager of critical flood defense assets in the Netherlands by the Rijkswaterstaat (RWS) (Kharoubi et al., 2024) and the implementation of a structural design decision-making model in Sharjah, UAE by the transport authority (Dabous et al., 2024). Here are the more detailed and integrated key steps designed to summarize the broad spectrum based on theoretical development to field validation:

- **Pre- Activity Phase**

  In the preparation phase, it can be started through extensive coordination activities to obtain crucial data such as multimodal inspection reports from the Virginia Department of Transportation (VDOT) (Momtaz et al., 2023), data ground truth International Roughness Index (IRI) dari Alberta Transportation (Zeng et al., 2022). Identification focuses on the collection of historical asset failure data and the determination of risk thresholds such as the ratio of scour depth to foundation depth (Sasidharan et al., 2022). In a study conducted by (Cheng et al., 2024), preparation of AI models, developed a synthetic dataset using the Random Bridge Generator (RBG) platform through procedural generation aimed at creating realistic 3D photo simulation environments of six main types of bridges (slabs, beams, girders, curves, cable-stayed, and hanging) with automated environments of random geometry and texture based on relevant design practice standards (e.g., NBIS in the US and Chinese specifications) as well as pixel-wise annotations to address cost and time high annotations. In addition, the preparation of self-sensory concrete specimens with functional nanofillers and experimental design of Glass-Fibre-Reiforced Polymer (GFRP) as a form of material development for segmental decks whose resistance to scour and fatigue is evaluated (Ebrahimzadeh et al., 2025; Wang et al., 2024). As for ensuring the appropriate integration of risk and resilience, it is studied based on asset management standards and guidelines such as ISO 31000 and FHWA HYRISK (Allen et al., 2023; Sasidharan et al., 2022)

- **Main Activities**

  The main activities that are integrated with each other include the following:

1. Advanced data acquisition and processing in research (Ma et al., 2025), using 3D laser scanning technology (e.g., with devices such as the Leica ScanStation) to collect millimeter-precision point cloud data from post-disaster bridge inspections in Nanjing, including 3D coordinates, intensities, and colors for geometric reconstruction, as well as the application of pre-processing algorithms for registration such as Iterative Closest Point (ICP).
2. Quantitative modeling and artificial intelligence based on research conducted by (Momtaz et al., 2023), Multimodal Deep Fusion (MDF) with deep learning architecture was implemented to map the visual representation (VGG-16) of the camera or drone and textual (BERT) of the inspector into a shared embedding space to predict condition ratings (ACC0/ACC1), with a dataset size of thousands of samples for model training. In structural design, to get the weighting criteria from the expert panel using AHP through Nominal Group Technique (NGT) and Geometric Mean (GM) which are then fed to the QFD correlation matrix (Dabous et al., 2024). While based on (Akiyama, 2025), to predict long-term structural performance degradation under multi-hazards using reliability life-cycle modeling of Bayesian Inference (such as the Hamiltonian Markov Adversarial Network, GAN, or LSTM).
3. Based on (Liu et al., 2023), resilience management and simulation systems developed a risk-informed Digital Twin (RDT) model using FEM (ABAQUS) for real-time simulation and predictive maintenance by collecting data from empirical and theoretical studies, including application examples in bridges and buildings. As for the evaluation of disaster risk, it involves probabilistic Mean Annual Frequency (MAF) by the research (Allen et al., 2023), conducted systematic searches in major databases such as Web of Science, Scopus, and Google Scholar, using keywords such as "resilience", "risk", and "transportation asset management", resulting in 62 relevant studies from the 2000s to the present, focusing on the highway network. In addition, to ensure the organization's compliance with reliability requirements using the ProBO framework with the PDCA cycle (Kharoubi et al., 2024).
4. Referring to research conducted by (Allen et al., 2023), through extensive reviews of peer-reviewed journals, conferences, and patents, including lab testing on concrete composition and mechanical properties can collect data on more than 30 types of functional fillers (such as carbon fibers, carbon nanotubes, graphene, and stainless steel microwires). This collection involves both manual and automated

extraction, focusing on quantitative (e.g., resistance values) and qualitative (e.g., description of sensing mechanisms) data.

- **Monitoring and Evaluation**

  This stage is carried out on an ongoing and post-activity basis to ensure the validity and reliability of the findings:

  1. Real-time assessment to visualize the pixels/words in imagery and text that contribute most to AI condition ranking decisions and improve model transport using Gradient-weighted Class Activation Mapping (Grad-CAM) (Momtaz et al., 2023). Then to check the quality of control, resources and the level of knowledge of the personnel regarding the underlying FTA, the maintenance performance was evaluated using the ProBO Compass (Kharoubi et al., 2024).
  2. Post-Activity Evaluation, data analysis is carried out through sophisticated blending techniques to extract in-depth and valid insights. Qualitatively, thematic coding is used with software such as NVivo or Excel, where content is categorized into themes such as "intrinsic sensing mechanisms", "integration of resilience in risk management", "multi-modal data challenges", and "digital twin applications". This code was developed inducively from the data, allowing for the emergence of new themes such as "synergy between digital twin and self-sensing concrete". Quantitatively, mathematical and statistical models are applied: resistance equations ($Rs = \rho L/S$, where ρ is resistivity, L is long, S cross-sectional area) for self-sensing concrete; lumped-circuit models for carbon nanotubes; deep learning algorithms such as VGG-16 (for visual feature extraction), BERT (for textual processing), and Grad-CAM (for model interpretation); and finite element simulations using ABAQUS for digital twins, with parameters such as modulus of elasticity and Poisson ratio. Risk analysis involves probabilistic models (e.g., quantitative risk analysis) and resilience indices (robustness = ability to withstand disruptions, redundancy = system backup, rapidity = speed of recovery). Computational simulations include modeling of conductive networks in concrete and 3D reconstruction for inspection, with evaluation through metrics such as accuracy (ACC0 for normal conditions, ACC1 for damage), confusion matrix, and saliency maps for interpretability.

     In addition, the accuracy of the predictive model was measured using the determination coefficient and Root Mean Square Error (RMSE) (Zeng et.al., 2022). Validation was performed through source triangulation (comparing results from different journals, e.g., point cloud data vs. risk models), empirical comparison (comparing FEM simulation results with concrete press test data or GFRP segmental deck fatigue testing) (Ebrahimzadeh et al., 2025), and statistical metrics (e.g., p-value for risk significance). In addition, it is obtained that investment effectiveness is measured based on the level of information quality (IQL) and how it affects the decision cycle cost of asset management, confirming that improving data accuracy (perfect information) significantly reduces the failure rate in single asset decision-making (Riel et al., 2016; Sasidharan et al., 2021)

As for identifying and analyzing secondary consequences and cascading failures in urban infrastructure systems (UES), disaster chain identification methods based on historical data, expert experience and Natural Language Processing (NLP) are adopted. NLP is aimed at processing text reports and media data to extract catastrophic events, causal outcomes and reduce subjective bias using AI algorithms (Lu et al., 2025). There are 5 main methods for cascading failure analysis, including Bayesian network for probabilistic modeling of causal relationships, complex networks for analyzing topological relationships and vulnerability, numerical simulation for physical dynamics modeling, scenario simulation to evaluate extreme scenarios and remote sensing (InSar) to monitor soil deformation due to subsidence. Such an approach is important because failures in one subsystem such as transportation networks can trigger staged failures (Xiao et al., 2022) in other critical systems (e.g. telecommunications, electricity or water systems) (Du, 2024; Jiang and Huang, 2022; Somu and Zio, 2024).

- **Synthesis and Integration**: A combined method synthesizes techniques from all journals to form a holistic framework that is more than just summation. For example, deep fusion from Journal 3 was integrated with a risk model from Journal 2 for the assessment of bridge conditions that took into account disaster resilience, using a fusion algorithm (late, intermediate) with data from Journal 1 (point cloud) and Journal 5 (self-sensing concrete). The synthesis involves combining multi-modal data (visual, textual, intrinsic sensors) with digital twin simulations from Journal 4, resulting in predictive models that can simulate disaster scenarios. This approach involves integration measures such as data normalization (to address heterogeneity), hybrid model training (deep learning + finite element), and holistic evaluation through composite indices (e.g., combined AI accuracy and resilience indexes). Reliability is guaranteed through detailed documentation (code and category notes), review by "teams" (in this context, analytical reflection), and bias mitigation (e.g., triangulation to avoid over-reliance on a single journal). Limitations of the method, such as high computing requirements for large simulations or potential errors in empirical data, are addressed with recommendations for advanced hardware and field validation. These methods generate outputs such as virtual models of infrastructure, development roadmaps, and practical recommendations, which can be replicated for similar research.

C. RESULT AND DISCUSSION

1. Results

The mixed method analytical framework employed in this study produced a set of integrated findings that highlight the transformative role of advanced technologies—self sensing concrete, 3D pointcloud inspection, multimodal deep fusion, digital twin simulation, and resilience based asset management—in the optimization of civil infrastructure systems (Allen et al., 2023; Liu et al., 2023; Ma et al., 2025; Momtaz et al., 2023; Wang et al., 2024)

Qualitatively, thematic coding using NVivo and Excel revealed several dominant themes within the literature: (1) intrinsic sensing mechanisms within smart materials (2) resilience integration into risk-based infrastructure management, (3) multimodal data challenges in condition assessment, and (4) emerging applications of digital twins. These themes were not predetermined but emerged inductively from repeated coding cycles, allowing the identification of interdisciplinary connections—particularly the synergy between self-sensing concrete and digital twin based predictive simulations (Wang et al., 2024)

Quantitatively, a set of mathematical and computational models were applied to validate the performance of sensing materials, AI models, and resilience assessment tools. Self-sensing concrete behaviour was represented by the resistivity model

$$R_s = \rho \frac{L}{S}$$

and enhanced by lumped circuit modeling for carbon nanotube (CNT) networks. Results showed strong piezoresistive sensitivity and reliable strain toresistivity correlation. For multimodal AI assessment, VGG16, BERT, and GradCAM produced high damage classification accuracy, with ACC0 and ACC1 used to quantify performance under normal and damaged conditions (Momtaz et al., 2023). Digital Twin simulations using ABAQUS further confirmed the feasibility of realtime structural behavior prediction, using parameters such as elastic modulus and poisson ratio to replicate realistic deformation patterns (Liu et al., 2023).

Risk and resilience analysis using probabilistic modelling indicated improvements across key indicators—robustness, redundancy, and rapidity showing the effectiveness of integrating resilience into transportation asset management (Allen et al., 2023). Computational evaluation of 3D pointcloud reconstruction yielded high spatial fidelity suitable for rapid postdisaster inspection (Liu et al., 2023; Ma et al., 2025).

Triangulation across data sources, cross modal validation, and statistical testing (pvalues < 0.05) reinforced the reliability of the analytical results (Allen et al., 2023; Momtaz et al., 2023).

2. Discussion

The integrated findings demonstrate the significant potential of combining advanced sensing materials, AIdriven analytics, digital twins, and resiliencebased frameworks to produce a new paradigm in infrastructure intelligence (Allen et al., 2023; Liu et al., 2023; Momtaz et al., 2023; Wang et al., 2024).

2.1 Synergy and Transformative Potential

Acording (Ma et al., 2025), 3D pointcloud inspection demonstrated millimetre level geometric accuracy, enabling rapid postdisaster assessment of deformation and impact damage. Multimodal deep fusion improved condition assessment accuracy up to 90–95% by leveraging both visual and textual inspection data (Momtaz et al., 2023). According research by (Liu et al., 2023), digital twins successfully simulated realtime structural response, reducing maintenance costs by 20–30% through predictive modeling. Self-sensing concrete exhibited sensitivities thousands of times higher than traditional strain gauges, enabling continuous insitu monitoring without external sensors (Wang et al., 2024). When integrated, these technologies form a comprehensive cyberphysical monitoring ecosystem capable of autonomous damage detection, structural performance forecasting, and optimized lifecycle management (Liu et al., 2023; Momtaz et al., 2023; Wang et al., 2024).

2.2 Key Challenge

Despite the substantial progress demonstrated, several challenges remain. Large, highquality datasets are required for deep learning models, while multimodal data fusion introduces alignment and noisehandling complexity (Liu et al., 2023; Momtaz et al., 2023). According research by (Wang et al., 2024), selfsensing concrete requires extensive laboratory validation and expensive nanofillers (e.g., graphene, CNTs). Digital twins demand high computational power and consistent realtime data flow, which may not be feasible in remote regions (Liu et al., 2023). Incorporating resilience into existing assetmanagement frameworks requires institutional adaptation and complex probabilistic modelling (Allen et al., 2023). AI interpretation errors, heterogeneity in data formats, and lack of standardization further complicate implementation at large scale (Allen et al., 2023; Liu et al., 2023; Momtaz et al., 2023).

2.3 Practical and Engineering Implications

Practically, these technologies accelerate inspection workflows, improve maintenance scheduling, enhance public safety, and reduce disasterrelated downtime by up to 50% (Allen et al., 2023; Liu et al., 2023; Ma et al., 2025). Economically, lifecycle cost savings are substantial, with reduced sensor installation, minimized material waste, and optimized repair prioritization (Allen et al., 2023; Liu et al., 2023; Wang et al., 2024). According research by (Liu et al., 2023; Wang et al., 2024), engineering impacts include improved fatigue detection, better understanding of structural aging, and more accurate prediction of collapse mechanisms.

2.4 Social and Environmental Implications

Early damage detection lowers the probability of catastrophic failures, improving public safety and community resilience (Momtaz et al., 2023; Wang et al., 2024). Environmentally, smart materials reduce the need for external sensors and minimize carbon emissions by enabling efficient maintenance and resource use (Allen et al., 2023; Wang et al., 2024). According research by (Liu et al., 2023), digital twins also support environmentally optimized design and construction decisions.

2.5 Future Research Directions

Future work should explore the integration of generative AI for scenario prediction, development of lowcost nanomaterials for selfsensing concrete, and largescale field validation of digitaltwin–enabled smart infrastructure (Momtaz et al., 2023; Wang et al., 2024). Establishing standardized multimodal datasets and international resilience frameworks will be critical for global adoption (Allen et al., 2023; Momtaz et al., 2023; Wang et al., 2024).

D. CONCLUSION AND RECOMMENDATIONS

The conclusion from these journals confirms that technologies such as digital twins, 3D inspection, deep fusion, resilience integration, and self-sensing concrete are key to building smart, resilient, and efficient civil infrastructure. Key findings include improved monitoring accuracy, reduced disaster risk, and cost savings, with the potential to address global challenges such as infrastructure aging and climate change . However, in research by (Ma et al., 2025), implementation requires cross-disciplinary collaboration, technological investment, and policy development. Future recommendations include further research on AI integration, data standardization, and large-scale applications. Overall, these journals provide a strong foundation for the transition to sustainable infrastructure, contributing to safer and more innovative global development.

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