

Phase 2

Phase 2 (artist)

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Michael Lawrence Marrow (August 2, 1955 – December 12, 2019), known as PHASE 2 and Lonny Wood, was an American aerosol paint artist based in New York City. Mostly active in the 1970s, Phase 2 is generally credited with originating the "bubble letter" style of aerosol writing, also known as "softies".

Marvel Cinematic Universe: Phase Two

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Phase Two of the Marvel Cinematic Universe (MCU) is a group of American superhero films produced by Marvel Studios based on characters that appear in publications by Marvel Comics. The MCU is the shared universe in which all of the films are set. The phase began in May 2013 with the release of Iron Man 3 and concluded in July 2015 with the release of Ant-Man. Kevin Feige produced every film in the phase. Joss Whedon, writer and director of the crossover film Avengers: Age of Ultron (2015), consulted on all the films.

The films star Robert Downey Jr. as Tony Stark / Iron Man in Iron Man 3, Chris Hemsworth as Thor in Thor: The Dark World (2013), Chris Evans as Steve Rogers / Captain America in Captain America: The Winter Soldier (2014), Chris Pratt as Peter Quill / Star-Lord in Guardians of the Galaxy (2014), and Paul Rudd as Scott Lang / Ant-Man in Ant-Man. Downey, Hemsworth, and Evans returned to star in Age of Ultron. Evans has the most appearances in the phase, starring or making cameo appearances in four of the films.

The phase's six films grossed over US\$5.2 billion at the global box office and received generally positive critical and public responses. Marvel Studios created two short films for their Marvel One-Shots program—Agent Carter and All Hail the King—to expand the MCU, while each feature film received tie-in comic books and some received tie-in video games. The video game Lego Marvel's Avengers adapts the story of multiple films. Phases One, Two, and Three make up "The Infinity Saga" storyline.

Phases of clinical research

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The phases of clinical research are the stages in which scientists conduct experiments with a health intervention to obtain sufficient evidence for a process considered effective as a medical treatment. For drug development, the clinical phases start with testing for drug safety in a few human subjects, then expand to many study participants (potentially tens of thousands) to determine if the treatment is effective. Clinical research is conducted on drug candidates, vaccine candidates, new medical devices, and new diagnostic assays.

Namma Metro

Purple Line in Phase 1. Under Phase 2, the southwest extension of 7.5 km (4.7 mi) opened on 30 August 2021. The eastern extension of 15.2 km (9.4 mi) to

Namma Metro (transl. Our Metro), also known as Bengaluru Metro, is a rapid transit system serving the city of Bengaluru, the capital city of the state of Karnataka, India. Namma Metro has a mix of underground, at grade, and elevated stations. Out of the 83 operational metro stations of Namma Metro as of August 2025, there are 74 elevated stations, eight underground stations and one at-grade station. The system runs on standard-gauge tracks.

Bangalore Metro Rail Corporation Limited (BMRCL), a joint venture of the Government of India and the State Government of Karnataka, is the agency for building, operating and expanding the Namma Metro network. Services operate daily between 05:00 and 24:00 running with a headway varying between 3–15 minutes. The trains initially began with three coaches but later, all rakes were converted to six coaches as ridership increased. Power is supplied by 750V direct current through third rail.

Phase II

Phase II, Phase 2 or Phase Two may refer to: Marvel Cinematic Universe: Phase Two, six American superhero films from 2013–2015 Star Trek: Phase II, an

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Urban Extension Road-II

UER-II phase-1 on payment of INR4000 crore financial viability gap funding by DDA, while DDA itself simultaneously undertook the construction of phase-2. Phase-I

Urban Extension Road-II (UER II) (NH-344M) is a 75.7 km long, 6 laned (with 6 service lanes), grade separated expressway in Delhi NCR in India. It begins from National Highway 44 at Alipur then passes from Rohini, Mundka, Najafgarh, Dwarka and end at Delhi–Gurgaon Expressway on National Highway 48 near Mahipalpur. Its main route forms a semicircle on the western side of Delhi, additionally it has two 4-lane side spurs - one from Bawana in Northwest Delhi to Sonipat in Bawana's North and second in west Delhi from between Tikri border & Najafgarh to NH9 Bahadurgarh south bypass.

Delhi NCT has 4 concentric ring roads around it - namely Inner Ring Road; Outer Ring Road; third ring outside it formed by the combination of UER-II & Chilla-Okhla Expressway, and fourth ring formed by the combination of part of Dwarka Expressway (from Tikampur) & Gurugaon-Ghata Expressway, Gurgaon-Sohna Elevated Corridor Expressway, Sohna-Faridabad section of Delhi–Mumbai Expressway, Faridabad–Noida–Ghaziabad Expressway (FNG), Ghaziabad-Narela Expressway (planned) and Rai-Narela-Bahadurgarh-Gurgaon Expressway (meet Dwarka Expressway at Tikampur in Gurugaon). Outside these ring roads, NCR region will have 3 Regional Circular Expressways (first of which is the existing combination of WPE and EPE) and 3 Zonal Circular Expressways (ZCE).

Second Avenue Subway

that runs under Second Avenue on the East Side of Manhattan. The first phase of this new line, with three new stations on Manhattan's Upper East Side

The Second Avenue Subway (internally referred to as the IND Second Avenue Line by the MTA and abbreviated to SAS) is a New York City Subway line that runs under Second Avenue on the East Side of Manhattan. The first phase of this new line, with three new stations on Manhattan's Upper East Side, opened on January 1, 2017. The full Second Avenue Line (if funded) will be built in three more phases to eventually connect Harlem–125th Street in East Harlem to Hanover Square in Lower Manhattan. The proposed full line would be 8.5 miles (13.7 km) and 16 stations long, serve a projected 560,000 daily riders, and cost more than \$17 billion.

The line was originally proposed in 1920 as part of a massive expansion of what would become the Independent Subway System (IND). In anticipation of the Second Avenue Subway being built to replace them, parallel elevated lines along Second Avenue and Third Avenue were demolished in 1942 and 1955, respectively, despite several factors causing plans for the Second Avenue Subway to be cancelled. Construction on the line began in 1972 as part of the Program for Action. It was halted in 1975 because of the city's fiscal crisis, leaving only a few short segments of tunnels completed. Work on the line restarted in April 2007 following the development of a financially secure construction plan. The first phase of the line, consisting of the 96th Street, 86th Street and 72nd Street stations, as well as 1.8 mi (2.9 km) of tunnel, cost \$4.45 billion. A 1.5-mile (2.4 km), \$6 billion second phase from 96th to 125th Streets had its tunneling contract approved on August 18, 2025.

Phase 1 is served by the Q train at all times and limited rush-hour N and R trains. Phase 2 will extend the line's northern terminus from 96th Street to Harlem–125th Street. Both the Q and limited N services will be extended to 125th Street. Phase 3 will extend the line south from 72nd Street to Houston Street in Manhattan's Lower East Side. Upon completion, a new T train will serve the entire line from Harlem to Houston Street. Phase 4 will again extend the line south from Houston Street to Hanover Square, maintaining the T designation for the entire line. The T's route emblem will be turquoise, the color assigned to services that use the Second Avenue Line through Midtown Manhattan.

High Speed 2 Phase Two

Phase 2 was planned for completion in 2032–2033, however it was finally cancelled on 4 October 2023. Phase two was split into two sub-phases: Phase 2a:

High Speed 2 is a new high-speed railway line in England. It was originally planned to connect London with the city centres of Birmingham, Manchester and Leeds directly on new high speed track. East Midlands Airport was also to have been served.

Phase 2 was planned for completion in 2032–2033, however it was finally cancelled on 4 October 2023.

Phase two was split into two sub-phases:

Phase 2a: the section from Birmingham to Crewe, which was to be built simultaneously with phase 1, effectively merging with phase 1

Phase 2b: the eastern leg of phase 2 which was scrapped in 2021.

The concept of HS2 was that all major cities covered would have a city centre HS2 station. Liverpool, along with London, Birmingham, Manchester and Leeds, was envisaged to have a city centre HS2 station. The scheme was cut down to only three provincial city centres served directly by HS2, two being on phase 2. The preliminary route for Phase Two was announced on 28 January 2013. It was envisaged construction on Phase Two will start in 2022 with completion by 2032.

Ganga Expressway

India. It constitutes two phases, almost-completed Phase-1 Meerut-Prayagraj 594 km (369 mi) long, and under-construction Phase-2 (455 km (283 mi) extension

Ganga Expressway is an under-construction, 999 km (621 mi) long, 6-lane (expandable to 8 lanes), greenfield expressway along the Ganges River connecting eastern and western boundaries of Uttar Pradesh state in India. It constitutes two phases, almost-completed Phase-1 Meerut-Prayagraj 594 km (369 mi) long, and under-construction Phase-2 (455 km (283 mi) extension entailing Spur-1 Upper Ganges Canal Expressway 110 km from Bulandshahr-Meerut to Haridwar route in the west and Spur-2 314 km Prayagraj-Ballia Expressway route in the east.

Two-phase locking

In databases and transaction processing, two-phase locking (2PL) is a pessimistic concurrency control method that guarantees conflict-serializability

In databases and transaction processing, two-phase locking (2PL) is a pessimistic concurrency control method that guarantees conflict-serializability. It is also the name of the resulting set of database transaction schedules (histories). The protocol uses locks, applied by a transaction to data, which may block (interpreted as signals to stop) other transactions from accessing the same data during the transaction's life.

By the 2PL protocol, locks are applied and removed in two phases:

Expanding phase: locks are acquired and no locks are released.

Shrinking phase: locks are released and no locks are acquired.

Two types of locks are used by the basic protocol: Shared and Exclusive locks. Refinements of the basic protocol may use more lock types. Using locks that block processes, 2PL, S2PL, and SS2PL may be subject to deadlocks that result from the mutual blocking of two or more transactions.

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