$X\_{CO1}=2h\_{1}\frac{\sqrt{V\_{2 + V\_{1}}}}{\sqrt{V\_{2 - V\_{1}}}}$

$$ $$

$=2\left(10\right)\frac{\sqrt{1500+500}}{\sqrt{1500-500}}$

$ =28.28$

$ =28$

$X\_{CO2}=2h\_{2}\frac{\sqrt{V\_{3 + V\_{2}}}}{\sqrt{V\_{3 - V\_{2}}}}$

$=2\left(10\right)\frac{\sqrt{3000+1500}}{\sqrt{3000-1500}}$

$=34.64$

$=35$

The first crossover distance does not agree to what is calculated and appears to be greater than twice the thickness of the first layer while on the graph it appears to be closer to the value of the thickness of the first layer, but with the magnitude greater than the thickness.

On the forward travel time curve, the direct wave slope expresses that of a relatively low velocity and has a steeper slope. The velocity changes significantly at the first crossover distance which is portrayed by a sharp curve that marks the point of change from a relatively steep slope to a gentler slope and this takes a very few time before it changes to even gentler slope without real clear distinction.

On the other hand, the reverse time curve shows clearly the slope for the second layer.

The intercept point between the two curves i.e. forward and reverse rather shows an asymmetrical interception which implies that the second layer is dipping at an angle or rather just inclined.