

Year	Japanese Imperial Year	Yomase River sabo project (sediment control project) and Damage
1896	Meiji 30	Sabo law enacted
1906	Meiji 39	Nagano prefecture has started on an sabo project in Ochiai for landslides. Up stream of the Yokoyu River.
1910	Meiji 43 August 10th-15th	In the latter part of Meiji, repeated water disasters occurred. The great flood on 1910 has destroyed the sabo facilities in Ochiai.
	Meiji 43 October	Yokoyu River sabo project suspended.
1918	Taisho 7	The Ministry of Home Affairs started sabo project.
1932 (~1934)	Showa 7-9	As relief project for rural unemployment started, the sabo projects have been overtaken by the prefectural government from the Ministry of Home Affairs; Prefectural sabo projects started. In approximately 3 years, groundfills and revetment works have been improved significantly.
		The construction to the devastated land upstream including the construction of the sabo dams were delayed. Construction suspension due to the war and deforestation caused more damage from landslides. There was sediment retaining capacity in the sabo dams until 1945.
1950	Showa 25 August 5th	Honami-onsen sediment disaster occurs. Many levees downstream were penetrated and destroyed.
1951	Showa 26	Sabo projects restarted. Maintenance for Yokoyu River, Kakuma River, and it's joining point maintenance. Channel works extension to Yomase Bridge was done.
1952 (~1955)	Showa 27 (~Showa 30)	Levees were brought higher, revetment works, spur dikes, foot protection works were started on 1952 to upstream of Koshibashi. Completed in 1955.
1958	Showa 33 September 18th	Upon the Showa 33 disaster (1958), the levee broke in Kanai and the left side shore of downstream Yomase River was flooded in a wide area.
1959	Showa 34 August/September	Both Showa 33 and 34 (1958,1959) had floodings in the channels from the sides of the groundfills caused by extreme drift current when water was coming out of it.
1961	Showa 36 (~Showa 48)	Implemented raised revetment works and spur dikes between the railway bridge of Nagano Railway Yudanaka line and Takeharawade. Completed in Showa 48 (1973).
1963 (~1964)	Showa 38-39	As a counter measure to the drift currents, "Yomase River Channel work Model Experiment" was done, and the double sectioned channel works were planned.
1963	Showa 38	Implemented double section channel works on Kakuma River. Completed in Heisei 1 (1988).
1965 (~1988)	Showa 40 (~Showa 63)	From the conflux of Yokoyu River and Kakuma River to Yomase Bridge a secondary improvement was implemented and completed at Showa 63 (1988).
1981	Showa 56 August 22nd	The embankment at Yomase River in Nakano city was destroyed because of typhoon 15. This was the first flooding since Showa 33 (1958).
1986	Showa 61	Typhoon 15 has caused embankments along Yomase River to be damaged and the bridge pier of the Nagano Railways Kijima Line to be tilted
1992	Heisei 4	To prevent drift currents, double sectioned channel works were implemented from the bridge in Yanagisawa to 740 meters upstream. Completed in Heisei 11 (1999).
1995	Heisei 7	Area between Yomase Bridge and Kijima Line Railway Bridge was added to become an designated sediment control area. Double sectioned channel method is in work order since Heisei 8 (1996).