Stakeholder interactions in transportation megaprojects, especially in the earliest stages, have the influence to dictate the tone and set the pace for the rest of project. This thesis focuses on the case study of the proposal to place a half-mile parkland on top of the Hollywood 101 Freeway, christened Park 101, located in the northern section of downtown Los Angeles, California. Specifically, it seeks to understand how stakeholders interact with each other and engage the community, and how their actions are likely to affect the future of Park 101. Using personal interviews conducted over the phone with all the official stakeholders over a three-month process, this research drew three main conclusions: stakeholders are the most powerful when they have discretionary political power and marketing ploy, the conscious exclusion of public participation stems from the very beginning, and exclusive undemocratic nature of the stakeholder groups creates a rigid structure that excludes meaningful participation. These findings have implications on how future transportation megaprojects should operate from the beginning to avoid timely delays and future pitfalls.