Ethan Marchetti - University of Chicago Law School J.D. application

St. Paul, MN · ethan.marchetti.test@example.com · Applying to: University of Chicago Law School J.D., 2026-27

Ethan Marchetti is a fictional applicant written for this sample. His employers and organizations are invented; the universities are real.

At a glance

- **LSAT:** 169 (June 2026). Earlier score: 163 (November 2025). LSAT Argumentative Writing completed July 2026.
- **Undergraduate GPA (LSAC):** 3.58
- **University of Minnesota, Twin Cities** - B.A., History and Economics (double major), May 2022
- **Work since college:** four years full-time at a freight brokerage
- **Submitted:** October 28, 2026 (Regular Decision)

Resume

EXPERIENCE

Prairie Line Freight (regional truckload freight brokerage, about 120 employees), Minneapolis, MN

Contracts and Claims Specialist, March 2024 - present - Review and redline about 25 carrier and shipper agreements a month against the company template. Flag nonstandard indemnity, detention and limitation-of-liability clauses for outside counsel. - Handle cargo damage and loss claims under $25,000: 140 claims in 2025. I gather the documents, track the filing deadlines under the federal Carmack Amendment and negotiate settlements. Cut average time to close from 71 to 44 days. - Wrote *Who Pays When the Load Waits*, a 12-page internal guide to detention clauses. It has been used to train 30 new brokers.

Carrier Sales Representative, July 2022 - February 2024 - Booked 15-25 loads a day with small carriers (1-10 trucks) across the Upper Midwest. Managed a book of about 60 owner-operators. - Became the desk's informal contact for carriers disputing unpaid detention and lumper fees.

Lake Street Hardware (family-owned hardware store), Minneapolis, MN *Sales Associate*, June 2017 - May 2022. Paid; 20 hours a week during the school year and full-time in summers.

EDUCATION

University of Minnesota, Twin Cities - B.A., History and Economics, May 2022. GPA 3.58. - Senior thesis (History): *"The Injunction and the Picket: Hennepin County Courts and the 1934*

Minneapolis Truckers' Strike." 62 pages, built on court records and newspapers from the Minnesota Historical Society. Grade: A-. - Dean's List, four semesters (fall 2019 - spring 2021). - Treasurer, Undergraduate Economics Society (2020-21). Managed a $6,000 budget and organized a speaker series.

ACTIVITIES AND SERVICE - Volunteer tutor, Cedar Avenue Adult Learning Center (GED math and reading), September 2021 - present. About 3 hours a week, roughly 400 hours in total. I work mostly with adults preparing for the math test. - Defenseman in a Tuesday-night adult hockey league, St. Paul (2019 - present).

SKILLS AND INTERESTS Advanced Excel, basic SQL, conversational Italian (from my grandmother). I read oral histories, Studs Terkel above all, and I am slowly rebuilding a 1987 Schwinn road bike, badly.

Personal statement

In October 2022, three months into my first job, I typed $2,840 into a rate confirmation that should have said $1,840. The carrier was a husband-and-wife operation with two trucks out of Fargo. They hauled the load, we paid them, and nobody noticed until our auditor did six weeks later. By then I had repeated the same mistake on other loads, and the total overpayment was $14,200.

My manager's first instinct was to claw all of it back from the carriers' next invoices, which our contract allowed. I had spent a lot of time on the phone with those carriers. I knew that for the Fargo couple, losing $1,000 off a check meant a missed truck payment. I asked whether we could spread the recovery out, and I offered to call every carrier myself. My manager said no to the first request and yes to the second. Making those calls was the worst week of my working life. Two carriers stopped hauling for us. The Fargo couple stayed, and we agreed on a four-month repayment plan that my manager signed off on once it was written down.

I changed how I worked after that. I built a checklist, and I started reading the contracts behind each load instead of trusting the rate sheet. Reading those contracts is how I ended up where I am now. Freight runs on documents most people never look at: a broker-carrier agreement, a rate confirmation, a bill of lading. A single clause decides who pays when a truck waits six hours at a dock or when a pallet of frozen chicken arrives warm. When I moved into contracts and claims in 2024, I found I liked the slow part of the job, working out what a sentence actually commits someone to.

I also found where my job stops. Last year a shipper refused a $19,000 claim for a refrigerated load. Their argument rested on a limitation-of-liability clause I believed was unenforceable because it was never properly offered to the carrier. I wrote a two-page memo explaining why. Our outside counsel agreed and settled the claim within the month, but her letter did something mine could not. It placed my facts inside a body of case law I had never read and made the other side's position look expensive. I wanted to be the person who could write that letter.

My college thesis was about another moment when trucking and the law collided. In 1934, Minneapolis truck drivers struck, and the courts and the governor decided much of what happened on the streets. I went into that project sure the injunctions were simply tools of the employers. The court records made

it more complicated. Some judges were trying, clumsily, to keep people from getting killed. I came out less certain of my opinions and more interested in how rules get made under pressure.

I want to go to law school to learn the reasoning behind the clauses I now read every day, and eventually to practice commercial or transportation law. I would especially like to represent the kind of small businesses that sign contracts they never had the chance to negotiate. I am not applying because I want to leave freight. I am applying because freight showed me how much depends on a few words, and I want to understand those words fully.

Optional essay: Why UChicago

I first noticed UChicago through law and economics. My economics coursework kept asking who bears a cost. My job asks the same question every day, usually about a truck stuck at a dock. The Coase-Sandor Institute and a first-year curriculum that treats contracts and transactions seriously suit the way I already think about problems. I also want the two-year Bigelow legal writing program. My memo on the refrigerated claim was right, but it was not persuasive enough, and I need that training. The transactional clinics at the Kramer Law Clinic interest me because I want practice drafting, not only litigating.

I know Chicago better than most cities outside Minnesota. My brother has lived in Logan Square since 2021, and I have visited him six or seven times. I also attended the Midwest Freight Claims Council meeting downtown in April 2025. Nearly every load I have booked east of Minnesota passed through Chicago's rail yards, so it feels right to study law in the city that freight runs through. And I like the idea of a school known for arguing over ideas in class. Some of my best conversations have been at the dispatch desk, with someone who thought I was wrong.

Addendum: LSAT and spring 2019 grades

I took the LSAT twice. In November 2025 I scored 163 while studying around the end-of-year claims backlog. I took a lighter caseload in spring 2026, studied for five months, and scored 169.

I started college as a pre-med student. In spring 2019 I earned a D in Organic Chemistry and a C in Physics while working 25 hours a week at the hardware store. That semester showed me I was following a plan I had never really chosen. I switched to History and Economics, and from fall 2019 on my GPA was 3.79.